

[श्री बी० डी० सिंह]

शिवाजी आदि अनेक महापुरुषों का यशोगान भी किया। उन्होंने देश को एक सूत्र में बांधने का प्रयास किया। वे राष्ट्रीय एकता के प्रतीक थे।

खेद का विषय है कि उनकी श्रेष्ठ रचनाओं का अनुवाद अन्य भाषाओं में उपलब्ध न होने के कारण अन्य भाषाओं के पाठक, श्री भारतीय की भावनाओं से लाभावन्त नहीं हो पा रहे हैं। मैं माननीय शिक्षा मंत्री जी का ध्यान इस ओर आकर्षित करते हुए उनसे आग्रह अनुरोध करूंगा कि श्री भारती के जन्म शताब्दी समारोह के अवसर पर उनकी श्रेष्ठ रचनाओं का देश की प्रमुख भाषाओं में अनुवाद कराये जाने की व्यवस्था सरकार की ओर से की जाये तथा शताब्दी समारोह देश के विभिन्न क्षेत्रों में संयोजित किये जायें, जिससे विभिन्न क्षेत्र के लोगों को एक दूसरे के सांस्कृतिक एवं सामाजिक मूल्यों को समझने एवं अनुकरणीय तत्वों को अपनाने का सुअवसर प्राप्त हो। यह राष्ट्रीय एकता को सुदृढ़ करने का एक उपयुक्त एवं सफल प्रयास होगा।

(V) CONSTRUCTION OF PROPOSED AERODROME OF CALICUT.

SHRI E. K. IMBICHIBAVA: (Calicut): The citizens of the city of Calicut Kerala, were on a 'oken Satyagraha on 23rd February, 1982. They were agitating against the undue delay for starting the construction work of a long-cherished dream of the people of Malabar region of Kerala. They started knocking all the doors to fulfil their dream since 1952. The constant efforts of last 30 years were fruitless and they now believe and started thinking of starting a long agitation for getting their demand fulfilled. I take this opportunity to draw the attention of Government about this serious situation.

The idea for an airport at the historic city and trade and industrial capital of Kerala was approved as early as 1952. During the last 30 years, innumerable representations were submitted to various authorities. Nobody has raised any doubt about the feasibility of the aerodrome at Calicut. The traffic potentialities of the aerodrome have increased considerably. Since the final survey was made 90 per cent of the passengers from abroad including the Gulf countries to Kerala via Bombay and Trivandrum are to this region. An air connection is a great necessary for the all-round development of this region.

Land acquisition has been completed and it was handed over to the Aerodrome Officer, Mangalore, as early as 1971. Excellent approach roads were constructed by the State Government. The issue was raised in both Houses of Parliament several times and assurances were given that the work would commence immediately. Members of Parliament from Kerala submitted a memorandum on 7th July, 1980, to the Civil Aviation Minister and on that occasion also the Minister assured us that the work would commence soon. The action Committee formed by the citizens of Calicut submitted another representation to the Prime Minister on 10-11-1980 at Trichur during her Kerala tour and in response to this, the Director of Civil Aviation informed them that the work would commence in 1980 itself. During the last Session of Parliament, the hon. Minister for Civil Aviation told me in response to a question that the proposal had been submitted to the Public Investment Board for approval and the work would start after the proposal was sanctioned. In a public meeting during her visit to Calicut last year, the Prime Minister had assured that the work would commence immediately. But the work has not started even now. It is a pity that the Government is waiting unusually for a long time for getting the sanction of Public Investment Board and

other bureaucratic agencies. The legitimate demand of the people should be sanctioned forthwith and steps should be taken to start the work immediately.

(vi) NEED FOR EXPANSION OF SINGARENI LOW TEMPERATURE COAL PLANT AT RAMAKRISHNAPUR IN ADILABAD DISTRICT OF ANDHRA PRADESH

SHRI G. NARSIMHA REDDY: (Adilabad): Before I make my Statement under rule 377, I would request the hon. Minister for Energy, who is luckily present in the House at this moment, to pay his kind attention to this matter which pertains to his Ministry.

In the Regional Research Laboratory, Hyderabad, with a view to produce domestic fuel from the Singareni Coal, extensive Low Temperature Pilot Plant studies have been carried out. The studies proved that smokeless domestic fuel could be economically made from non-coking coals. Subsequently the Fuel Policy Committee suggested to the Government of India examining the feasibility of setting up of L.T.C. Projects in India. Meanwhile, the National Committee on Science and Technology recommended setting up of LTC Plant based on RRL Process in Godavari valley. Accordingly, the RRL, Hyderabad, prepared Project Report for Singareni Collieries Co., Ltd. and submitted to the Planning Commission which considered it favourably. The Public Investment Board and the Government of India finally approved in December 1973 setting up an LTC Plant of 2700 tonnes per day at Ramakrishnapur in Adilabad District of Andhra Pradesh.

With the interest and support of State and Central Governments, for the first phase of the LTC Plant with 900 tons capacity, the foundation stone was laid by the then Chief Minister in 1976. Under the management of Singareni Collieries Co. Ltd., the unit went into trial production in 1976

and by May 1979 all the three carbonisers of the first stage started commercial production. About Rs. 13 crores have been invested in the first phase which is successfully running. As per the project report at the final stage, that is, after investing about Rs. 30 crores more for the addition of 8 more carbonisers etc. apart from making lumpy Coke and Coke Briquettes, the bi-products available for sale will be like Phenols, Ortho and Meta-para cresols xylerols and external utilisation of heavy tar, dephosphorised oil and surplus gas for power generation. After expansion this would be affecting foreign exchange saving on fuel and chemicals over Rs. 14 crores per year.

Considering the success of the first phase of the Project and keeping in view all the advantages from this project including saving of about Rs. 14 crores of foreign exchange per annum, I would suggest and request the Government of India to release the balance of required amount for expanding the project to its full capacity and recovering the chemicals which are being lost to the atmosphere at present through the smoke in the process of burning coal.

(vii) NEED TO INCREASE THE GUARENTEED COTTEN PRICE IN MAHARASHTRA

SHRI UTTAM RATHOD (Hingoli): Mr Deputy-Speaker, Sir, I raise the following matter under rule 377.

On 1st December, 1981 while replying to a Calling Attention Motion, the then Minister of Commerce assured that he will take into account the increased cost of inputs which are relevant and said that the suggestion of the Maharashtra Government will definitely have to be taken into account. In spite of his specific assurance, the Government has not yet increased the guaranteed cotton price in Maharashtra since last year. This has caused a great discontentment among the cotton growers and it has