

(iii) NEED TO SET UP A COOPERATIVE SUGAR FACTORY IN SHAHJAHANPUR

SHRI JITENDRA PRASAD (Shahjahanpur): Under Rule 377, I am making a statement.

A long-standing demand is being voiced by the residents of district Shahjahanpur, in particular the sugarcane growers of Tehsil Powayan for setting-up a sugar factory in the co-operative sector. The development of the area is being hampered due to the difficulty of the farmers in disposing of their only cash crop which is sugarcane. I understand that the U.P. Government has strongly recommended the case for setting-up a sugar factory in the co-operative sector at Powayan. I would request the Minister of Agriculture to look into the matter personally and get the Project cleared as early as possible. Also the situation of the factory should be such that the growers of this tehsil are benefited. A recommendation for the site has mentioned that the factory should be situated on Khuta—Banda Road, which is in the centre of the tehsil. It is requested that the Central Government should clear the project as early as possible.

(v) NEED TO RELEASE INCREASED GRANTS TO NAGPUR FLYING CLUB

SHRI UTTAM RATHOD (Hingoli): The Nagpur Flying Club is the oldest of the flying clubs in the country. Unfortunately, it is facing a serious threat of closure now for want of funds and its management has served notices on its employees on the impending suspension of its activities.

The Nagpur Flying Club has got a very bright record. During the period of the war with China, the club trained 600 pilots in a couple of months for enlistment with the Indian Air Force. Also, for years together the club is training N.C.C. Cadets for the Air Wing.

Considerable number of boys belonging to Scheduled Castes and Scheduled Tribes, for whom there is great demand for employment in the Indian Airlines and Air India, are also under-

going pilot's training at the Nagpur Flying Club.

The Club has got the aircraft and other paraphernalia required for training pilots and all those will go to waste if the club is to be closed. In the event of its closure many Scheduled Castes and Scheduled Tribes candidates will lose opportunities of receiving pilot's training and consequently opportunities for employment in Indian Airlines and Air India.

The Central and State Governments should release immediately increased grants to save Nagpur Flying Club from closure.

(v) NEED FOR COACHING TERMINAL FACILITIES AT ASANSOL RAILWAY STATION

SHRI BASUDEB ACHARIA (Bankura): Mr. Deputy-Speaker, Sir, the condition of Asansol Station has reached that unfortunate saturating point that the trains which were previously coming upto Asansol had been curtailed to Andal and Waria Stations. 305Up/306Dn Asansol-Howrah Express is running with 12 coaches only instead of normal 17 coaches for want of adequate space at Asansol Station. After repeated representations, Railway Ministry sanctioned Techno-Economic Survey for coaching terminal facilities at Asansol Station for the year 1979-80 but the progress is almost nil.

Under the circumstances, I urge upon the Government to take urgent steps so that the survey team's recommendations can be included in the 1982-83 Works Programme in the interests of the passengers of Asansol-Raniganj—Durgapur coal and industrial belt.

I also demand that the Minister should make a statement in the House in this regard.

(vi) SUPPLY OF COAL FOR BRICK KLIN KINTO OF MADRAS

SHRI P. RAJAGOPAL NAIDU (Chittoor): Mr. Deputy-Speaker, Sir, there are 300 brick kilns in Tamil Nadu 60,000 workers are working in

these kilns. These kilns depend upon slack coal for their working. Till last year, 225 tonnes of slack coal per month was being sent. But since February, this year, no coal has been sent to Madras for the utilisation of this small scale industry. Therefore, thousands of workers are without work.

If an established industry faces trouble and is shattered, then it is very difficult to restore that industry to that position even after years. It is one of the important industries in one part of the country. If it is not helped thousands of workers go without employment and it will be against the policy of the Government.

When the brick kilns manufacturers society of Tamil Nadu approached the Railway Department said that it was short of wagons. There are wagons now but the Energy Department is in the way. Perhaps, this Department wants coal for power plants. Of course, it is also necessary. But brick industry at Madras also should thrive so as to protect the workers and the building activity in Tamil Nadu may not suffer.

I, therefore, urge upon the Government especially the Ministry of Energy to look into the matter and permit the transport of coal to Madras so that it may be distributed to the brick kilns.

(vii) *Demand for 'B' class status for Jaipur city for benefit of Central Government employees*

**SHRI SATISH AGARWAL** (Jaipur): Mr. Deputy-Speaker, Sir, according to the latest Census Report, the population of the city of Jaipur has touched the 1,04,669 figure and it is the 12th largest city in our country. The Central Government employees stationed in Jaipur through their Association have for a very long time been urging upon the Central Government to upgrade the city to 'B' Class and give them the allowance that is admissible to Government employees living in such cities. Perhaps,

the only plausible reason which stood in the way of the Central Government in conceding the demand of the Government employees was that the city of Jaipur did not qualify for the ten lakh population mark. Now that the Census has established beyond doubt that Jaipur has a population of more than ten lakh persons, there should be no difficulty for the Central Government in declaring Jaipur a 'B' Class city. Needless to mention that these Government employees with the upgradation of the city to Class 'B' will be entitled to draw a little more by way of city compensatory allowance and it would help them, though in a limited way, to fight the banes of inflation.

I hope and trust that the Government would initiate immediate action and accord 'B' Class status to the city of Jaipur.

(viii) *Need for setting up of an Aluminium Project at Ratnagiri, Maharashtra*

**SHRI BAPUSAHEB PARULEKAR** (Ratnagiri): The 50,000-tonne capacity Ratnagiri Aluminium project with a capital outlay of Rs. 80 crores being set up with Hungarian collaboration continuous to hang fire even after eleven years. This multi-crore project, hailed as a destiny project for the backward Konkan region, has not still come out of the embryo stage. As per the original announcement of the Government, the plants at Korba in Madhya Pradesh and Ratnagiri in Maharashtra were to commence operation simultaneously. The Korba plant is already on stream but the construction of the Ratnagiri plant has been kept in abeyance for some inexplicable reason. It is said that this project could not be taken up due to financial constraints. However, new aluminium plant has come up in the country with France collaboration very recently. No financial constraints were felt by the Government in taking decision to start the new aluminium project with French collaboration. It seems that