

must be brought by the Ministry of Industry here. The Minister has already converted many profitable units into sick units. Let not HMT be the latest victim.

Objection to opening of an Inter-national Airport near Bangalore by I.A.F.

SHRI K. R. MALKANI (Delhi): Mr. Vice-Chairman, Sir, there is a proposal from the Tatas to have an international airport in Bangalore in col-laboration with the Singapore Airlines. The project is expected to cost 1,500 crores of rupees. I will not go into the merits of this particular project. I will not go into the issue whether foreign collaboration in a project of this kind is called for or not. But, I have certainly something to say on the proposed location of the airport. The Tata-Singapore proposal is that this international airport should be built at Devanahalli near Bangalore Air Force which has a base at Yelahanka near Bangalore does not want this thing to come up there. The Indian Air Force has objection. They say that this will interfere with the training of the pilots. They say that every seven minute, an Indian Air Force plane either takes off or lands. They also say that the radars could be jammed. They have also said that these foieign planes will be overflying the sensitive IAF military areas Therefoie, they do not want this thing to come up there. But, the State Government seems to have issued a letter of intent. The Tata-Singapoie parties have suggested that the Air Force base may be shifted. In that case, Tata-Singapore psrties themselves could shift their site, they should not expect the Indian Air Force to shift the base to that place. (*Interruptions*)

SHRI H. HANUMANTHAPPA (Karnataka): You are totally distorting the things. You do not know the topography of the area.

SHRI K. R. MALKANI: In any case, Bangalore was once a garden city. It has ceased to be so. Dr. C. V. Raman had once said; "It is the best city in the world." I am not sure he would say that today. The kind of congestion and the kind of pollution that is coming up in and around Bangalore, needs to be checked and I would request the Government that before they take a final decision in this matter, they should take into account the pollution and congestion part of it also. Let the Government take an early and careful decision because already at the proposed site the land values have shot up. Earlier, an acre was selling at Rs. 25,000/.. Now the price has shot up to Rs. 4 lakhs. So before this speculation business goes up, the Government should take an early but careful decision. Thank you very much.

SHRI H. HANUMANTHAPPA: Sir, I want to associate myself with it.

THE VTCE-CHAIRMAN (SHRI MP. SALIM): No. You cannot associate yourself with every matter.

SHRI H. HANUMANTHAPPA: It is concerning us. It is connected to Bangalore.

THE VTCE-CHAIRMAN (SHRI MOD. SALIM): You only associate yourself. Don't dissociate.

SHRI H. HANUMANTHAPPA: Sir, I am not dissociating. Despite our efforts for decades, despite so many visits to the places and so many inspections of all the Departments, we have still been dreaming of an in. ternational airport at Devanhali. Sir, what is happening in this country is whenever a project comes to a final stage, some objections are raised we go back and start from zero, and this is the case here also. Some people—

course, his own Party friends—in Bangalore have raised an objection to this and, of course, I sympathise with Malkaniji because he does not know where Yelahanka is and where Devanhali is. I do not refer to that part. For decades we have tried to have an international airport there whereas small, small places like Kochi and Coimbatore have already been upgraded as international ports. Bangalore being the biggest and fastest growing city, I do appreciate, it being taken care of from the pollution angle. Pollution, congestion, overpopulation; crowd, transport, everything has been examined. All the technical clearances have been given. Even the objection of the IAF is also taken note of. Actually Yelahanka has got an airport base not Devanhali. If the Air Force has suggested that it is to be at Yelahanka, it is already at Yalahanka. It does not come in the way. Actually there should have been an objection to the present airport where HAL, a Defence unit, is working. They have co. existed for decades. For three or four decades they have coexisted and there has been no objection from the Defence angle. I appeal to the Government, do not be influenced by these small objections. The project is at a final stage. When it is at a take-off stage, let not Bangalore be denied as international airport. Let not the small objections stop the project. Thank you, Sir.

The Vice-Chairman (SHRI SURESH PACHOURI) in the Chair.

THE VICE-CHAIRMAN (SHRI SURESH PACHOURI): Shri J. S. Raju, not present. Shri B. K. Hari, prasad.

Need to rehabilitate today tappers in; Southern States.

SHRI B. K. HARIPRASAD (Karnataka); Sir, I rise to draw the At-

tention of the august House and to Government to the Special Mentii concerning the rehabilitation, of today tappers affected by a clamping of prohibition in some of the Southern States, the traditional toddy tappers who have been an inseparable part of the rural community in the Southern States are finding themselves in shock with some Southern States declaring gradual prohibition presumably succumbing to the social activists' lobbies. The vast plantations of coconut and palm have been sustaining the today tappers community for generations. Toddy is national produce and an unadulterated one which is a vitalising beverage for the toilers and peasants in the rural South. Sir, it is only the community of toddy tappers which has been singled out in the name of moralistic experiments. No total prohibition is a noble and laudable cause as a policy, but to implement the same in a hurry will render the toddy tappers jobless overnight, without equipping them with training and other incentives for other vocations. To make up for the loss of revenue to the State Exchequer in States where prohibition is under way, the Centre has been granting funds. It is not known whether those funds are solely spent on the rehabilitation of those who have been affected by prohibition, the uppermost being the traditional toddy tappers,

The IMFL. Indian made foreign liquor lobby and other abkari contractors are still in business in these States diverting the supplies to non-prohibition (areas and clandestine!) supporting the feedstock for the illicit liquor trade. The hoodlum tragedy is afflicting the urban slum pockets and industrial settlements are caused by such organised liquor lobbies. Sir, it has never been reported that toddy has ever been the cause of death since it is tapped and