

केन्द्र द्वारा मध्य प्रदेश को निवृत्त किया गया प्रभाव का मासिक कोटा उन्हें समय पर नहीं पहुंच रहा है जिससे विभिन्न क्षेत्रों में प्रभाव का वितरण करने में मध्य प्रदेश सरकार को बहुत कठिनाई हो रही है ; और

(ख) यदि हा, तो दुलाई की इन कठिनाइयों को दूर करने के लिये क्या कार्यवाही की जा रही है ?

साह, कृषि, सांसायनिक विकास तथा सहकार मंत्रालय में राज्य मंत्री (श्री प्रताप साहिव सिन्हा) :

(क) जा नहीं ।

(ख) प्रश्न ही नहीं उठता।

Promotion of Aviation

5159. **Shri R. R. Singh Deo:**
Shri D. N. Deb:
Shri D. Amat:

Will the Minister of Tourism and Civil Aviation be pleased to state

(a) the steps taken by the Government for the training of commercial pilots and for encouraging hobby fliers with a view to promote aviation in India;

(b) the rate of subsidy per flying hour given to the flying clubs in India and

(c) whether Government have allowed any increase in the subsidy per flying hour during the last 10 years

as the rates of oil, fuel and spares have gone up considerably ?

The Minister of Tourism and Civil Aviation (Dr. Karan Singh): (a) Until 1963, a Civil Aviation Training School functioned at Allahabad. With the closure of this School on account of Emergency two ad-hoc schemes were organized for training pilots upto Commercial Pilots Licence standard. Proposals are under consideration for a regular training school for training Commercial Pilots.

Hobby fliers can avail themselves of the facilities provided by the Flying Clubs of which there are 21 at present in the country. These Flying Clubs are subsidised by the Government of India

(b) The existing rates of fixed subsidy and flying subvention given to the Flying Clubs in India are given in Appendix 'A' [Placed in Library. See No LT-986/67] These rates were introduced with effect from the 1st March, 1963

(c) The rates of fixed subsidy and flying subvention which were in force prior to 1st March, 1963 are given in Appendix 'B' from which it will be seen that Government have increased the financial aid in the form of subsidy and subvention from 1st March 1963 [Placed in Library. See No LT-986/67] Further, an additional subvention of Rs 4.25 per hour has also been sanctioned from the same date, to compensate for increased cost of petrol, oil, etc

Cambay Port

5160. **Shri R. K. Amin:** Will the Minister of Transport and Shipping be pleased to state

(a) the total expenditure so far incurred by the State as well as the

Central Government for the development of port of Cambay (Gujarat State); and

(b) whether there is any proposal with the State or Central Government to allow private enterprise to develop the port

The Minister of Transport and Shipping (Dr. V. K. R. V. Rao): (a) Ports other than major ports figure in the Concurrent List of the Constitution. The executive responsibility for their development vests in the State Governments concerned. The Government of Gujarat have report that no expenditure was incurred on the development of Cambay Port during the Third Plan. During the Second Plan the undermentioned works were executed by the State Government.—

(i) Special repairs to jetty	Rs. 80,988/-
(ii) Improvement of landing facilities.	Rs. 5,03,530/-

(b) There is no such proposal pending with the Central Government. It is understood from the State Government that a private firm had approached them for permission to develop the port. There has been heavy silting in the Gulf of Cambay, and indeed the traffic at the Port has been reduced to zero in 1966-67. The State Government therefore informed the firm that the question of giving such permission could be considered only after the possibility of developing the port was established on the basis of the results of an upto date hydrographic survey. It has not so far been possible to undertake this re-survey.

Cambay Port

5161. Shri R. K. Amin: Will the Minister of Transport and Shipping be pleased to state:

(a) whether Government are aware of the necessity of early development of the

port of Cambay as an intermediate port in view of the large-scale development of petro-chemical industries contemplated in the area between Baroda and Cambay;

(b) if so, the details of the Plan for the development of the port; and

(c) if not, the reasons therefor

The Minister of Transport and Shipping (Dr. V. K. R. V. Rao): (a) to (c) The executive responsibility for the development of Cambay port, which is not a major port, vests in the State Government. The State Government have reported that there is no proposal under consideration for the development of Cambay as an intermediate port. The development of port facilities at Cambay will be convenient to the petro-chemical plants and adjacent to the Baroda Refinery. But the possibility and scope of development of the port can be determined only after ascertaining the existing marine conditions of the Gulf of Cambay by carrying out a fresh hydrographic survey. This is considered necessary as the Gulf has silted heavily. Only a resurvey of the approaches to Bhavnagar and Dahej Ports in the Gulf of Cambay has so far been carried out. The approaches to Cambay Port have yet to be re-surveyed.

Agricultural University for North Gujarat

5162. Shri R. K. Amin: Will the Minister of Food and Agriculture be pleased to state:

(a) whether any proposal for establishing an Agricultural University in North Gujarat has been received by the Central Government; and

(b) if so, the Government's reaction thereto?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasaheb Shinde): (a) A communication with regard an Enquiry proposed to be set up for an Agricultural University in North Gujarat has recently been received from the North Gujarat Educational Society.