

(b) if so, the reasons of the accident;

(c) the loss of lives and property caused therein; and

(d) the details of the inquiry conducted in this regard?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES) : (a) Yes, Sir.

(b) to (d) The Court of Inquiry into the accident has revealed that the accident was due to failure of flaps to come out or non-selection of flaps by the pilot and subsequent high angle of attack during overshoot action which resulted in the aircraft stalling and impacting the ground. This aircraft crashed over two aircraft parked on the ground which were also destroyed. The pilot was fatally injured and one Engine Fitter working on the parked aircraft also sustained fatal injuries due to the impact and subsequent fire. As a result of the enquiry remedial steps are being taken to prevent such accidents.

Rakesh Mohan Committee

834. SHRI PRASAD BABURAO TANPURE :
SHRI S.S. OWAISI :

Will the Minister of 'URBAN AFFAIRS AND EMPLOYMENT be pleased to state:

(a) whether the Rakesh Mohan Committee on infrastructure has submitted reports;

(b) if so, the details of the recommendations made therein; and

(c) the action taken by the Government thereon?

THE MINISTER OF URBAN AFFAIRS AND EMPLOYMENT (SHRI RAM JETHMALANI) : (a) The Expert Group on Commercialisation of Infrastructure Projects under the Chairmanship of Dr. Rakesh Mohan submitted its report to the Government on 22nd June, 1996.

(b) The Expert Group has provided policy directions for policy reforms which can help in greater commercialisation of infrastructure, alongwith the promotion of public-private partnerships. Its major recommendations are as follows:—

- The Expert Group has estimated that the total infrastructure investment requirements would be about Rs. 4,000 to Rs. 4,500 billion over the next five years and about Rs. 7,500 billion during 2001-02 to 2005-07;

- For meaningful commercialisation of infrastructure projects, the Government must ensure that project risks are clearly demarcated and allocated to different stakeholders;

- If infrastructure is to be financed through the capital markets, it is necessary to initiate major reforms in the area of contractual saving institutions;

- India needs an institution to specifically provide credit enhancements to projects and activate the debt market;

- The existing sector-specific enactments should be unified into a single statute and an autonomous regulatory body should be set up for each infrastructure sector; and

- Sector specific reforms have also been suggested for urban infrastructure, ports, roads, power, telecom and industrial parks.

(c) Tax on dividends in the hands of the shareholder has been abolished in the Union Budget for 1997-98.

Cash Reserve Ratio (CRR) and Statutory Liquidity Ratio (SLR) on net inter-bank liabilities have been abolished with effect from 26th April, 1997.

FIs have been permitted to invest in unlisted companies in the same manner as they were allowed to invest in listed companies. SEBI has issued guidelines to this effect as well. This makes it possible for FIs to invest in infrastructure.

FIs allowed to invest in listed/to be listed debt securities and Government securities through the 100% debt fund route.

Prescription of limits on investment in individual instruments by Money Market Mutual Funds (MMMFs) has been withdrawn and they are free to determine the extent of their investments in each instrument.

The Infrastructure Development Finance Corporation (IDFC) was incorporated on 30th January, 1997 with an authorised share capital of Rs. 5,000 crore.

In the budget for 1998-99, 10 per cent of the new accretion to Provident Funds has been permitted to be invested in private sector infrastructure projects, which have an investment grade rating from at least two credit rating agencies.

Independent regulatory authorities such as the Telecom Regulatory Authority of India (TRAI) and Tariff

Authority for Major Ports (TAMP) have been established. In the context of the power sector, legislation has been enacted to establish the Central Electricity Regulatory Commission with enabling provisions to facilitate State Governments to set up State Regulatory Commissions.

Flying/Gliding Clubs

835. SHRI ASHOK PRADHAN :
SHRIMATI KAMAL RANI :

Will the Minister of CIVIL AVIATION be pleased to state:

(a) the details of flying/gliding clubs in Uttar Pradesh and other States and the number of planes each have;

(b) the amount provided as subsidy/assistance during the last three years, club-wise and year-wise; and

(c) the status given to each of these clubs by the Civil Aviation Directorate?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR) : (a) and (b) The information is given in the attached statement.

(c) There is no system of according status to the flying/gliding clubs by the Directorate General of Civil Aviation.

Statement

Name of Flying/Gliding Clubs and the State to which they belong	No. of Aircraft/ Gliders	Amount of subsidy given by D.G.C.A. (Rs. in lakhs) (approximately)		
		1995-96	1996-97	1997-98
1	2	3	4	5
I. FLYING CLUBS/SCHOOLS/INSTITUTES/GLIDING CLUBS COVERED UNDER GOVT. SUBVENTION SCHEME:—				
(A) Flying clubs/schools/institutes				
<i>(i) Uttar Pradesh</i>				
Govt. Flying Training Centre, Lucknow, (U.P.) with 3 branches at Kanpur, Faizabad and Varanasi	12	13.81	11.01	13.73
<i>(ii) Other States</i>				
Andaman & Nicobar Flying Training Instt., Port Blair	1	Nil	Nil	Nil
Andhra Pradesh Flying Club, Hyderabad (Andhra Pradesh)	8	10.84	2.95	5.33
Assam Flying Club, Guwahati (Assam)	2	Nil	Nil	Nil