

**Schemes for promotion of irrigation**

†\*472. SHRI LAL SINH VADODIA: Will the Minister of WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION be pleased to state:

- (a) the percentage of land in the country irrigated through canals, wells and rains;
- (b) the details of Government's schemes to promote irrigation through canals and wells;
- (c) whether Government has any plan for harvesting of rain water; and
- (d) if so, the details thereof?

THE MINISTER OF WATER RESOURCES, RIVER DEVELOPMENT AND GANGA REJUVENATION (SUSHRI UMA BHARATI): (a) As per the Ministry of Agriculture and Cooperation, in the year 2012-13 canals account for 26% of the irrigated area and 62% was irrigated by tube-wells and dug wells. Three per cent was irrigated by tanks and 9% by other sources. Rain irrigated data is not maintained.

(b) Irrigation being a State Subject, water resources are planned and executed by the respective State Governments from their own resources. However, various projects, including projects through canals, which cannot be completed by State Governments from their own resources and are in an advanced stage of construction, are provided grants under Accelerated Irrigation Benefits Programme (AIBP) for Major/Medium Irrigation (MMI) Projects. Minor Irrigation (MI) projects are also provided assistance as per guidelines.

(c) and (d) The Government has taken up with the States for harvesting of groundwater; so far 31 States/UTs have made rainwater harvesting mandatory by enacting laws or by formulating rules and regulations or by including provisions in Building Bye-laws or through suitable Government Orders.

Central Ground Water Board (CGWB) has prepared a Master Plan for Artificial Recharge to Ground Water in India during the year 2013, which envisages construction of different types of Artificial Recharge and Rainwater Harvesting structures in the Country in an area of 9,41,541 square km by harnessing surplus monsoon runoff to augment ground water resources. The Master Plan has been circulated to all States Governments for implementation.

**Revamping of Indira Awas Yojana**

\*473. SHRI M.P. ACHUTHAN: Will the Minister of RURAL DEVELOPMENT be pleased to state:

- (a) whether Government is considering a proposal to revamp the Indira Awas Yojana (IAY); and

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†Original notice of the question was received in Hindi.

(b) if so, the details of the changes proposed to be made and by when the new scheme is expected to come into effect?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI UPENDRA KUSHWAHA): (a) Yes, Sir.

(b) In compliance with the Government's objective of providing a 'pucca' house to all, the Ministry has initiated action to revamp the Indira Awaas Yojana (IAY) scheme. Modalities are being worked out.

#### **Funds for highway projects**

\*474. DR. K.P. RAMALINGAM: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government is considering to garner Rupees one lakh crore for highway projects in the country, if so, the details thereof;

(b) whether one of the reasons for the slow pace of road projects is drying of equity and banks' reluctance to finance highway projects; and

(c) if so, the details thereof?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI): (a) No, Sir.

(b) and (c) Availability of the equity has emerged as a constraint in Public-Private Partnership (PPP) projects. The general economic down turn has caused revenue realisation of the concessionaires lower than estimated levels. Reduced revenue realisations have, in turn, affected debt servicing by concessionaires. This has caused widespread default in many debt accounts. Lenders are also increasingly reluctant to provide debt to highway projects on PPP mode. Hence, many projects bid out went without eliciting response from bidders. On the instance of Ministry of Road Transport and Highways and Ministry of Finance, Reserve Bank of India (RBI) has advised all scheduled commercial banks to treat road sector debt as secured within the limits of 90% of debt due enabling banks to allocate a large portion of lending to road sector and also to reduce the cost thereon. Government has also allowed harmonious substitution of concessionaire and re-schedulement of Premium quoted by concessionaires in case of stressed highway projects. These steps are expected to bring more equity in road sector. Details of National Highway projects where concessionaires are not able to put equity are given in the Statement-I (*See below*) and details of National Highway projects where concessionaires are yet to achieve financial close (FC) are given in the Statement-II.