

nection between drug trafficking and terrorism must be broken.

(III) Need to consider 'Mandal' as the defined area in place of 'Taluka' for crop insurance benefits

SHRIMATI BASAVARAJESWARI (Bellary): Mr. Deputy Speaker, Sir, the Comprehensive Crop Insurance Scheme introduced by the Government of India is being implemented from Kharif, 1985 season. As per the guidelines issued by the Union Government 'taluka' is the defined area. If the actual average yield per hectare of the insured crop for the defined area determined on the basis of crop cutting experiments in the insured season falls short of the specified threshold yield, all the insured farmers growing that crop in the defined areas are eligible for the benefit under the scheme. Even if the actual yield is less than the threshold yield in a mandal or village, and the taluka average is more than the threshold yield, farmers in that mandal/village area, are not eligible for the benefit. The Government of India has been requested to declare the 'mandal' as the defined area in place of 'taluka'. Since the Union Government has not yet communicated its administrative approval for the implementation of the crop insurance scheme during 1988-89, it has not been possible for the State Government to issue necessary notification for the implementation of the scheme during 1988-89.

Therefore, I appeal that this matter be taken up on priority basis.

[Translation]

(iv) Need to construct a railway line between Bar (District Pali) and Bilara (District Jodhpur)

SHRISHANKAR LAL (Pali): Rajasthan only has 16.41 kms. of railway line as compared to the national average of 18.81 kms. per 1000 kms of railway lines in the country. Keeping in view the need for economic development of Rajasthan and public inter-

est, it is essential to construct a railway line between 'Bar' station in the district Pali and Bilara Station in district Jodhpur. Survey of this project was undertaken earlier also, but in changed circumstances, another survey should be conducted in a time-bound programme keeping in view the suggestions made by the representatives of the people. As the State Government is ready to provide full assistance, the survey should be completed and the project should be cleared and its work should be undertaken on a priority basis.

(v) Need to complete Manmad-Indore Railway Line to make it possible to open a third railway line between Delhi and Bombay

SHRI VIJAY N. PATIL (Erandol): There is urgent need of third railway line between Bombay and Delhi due to heavy traffic caused by south bound trains on busy Jhansi-Itarsi section of Central Railway. The demand for Manmad-Indore railway line is very old. Recently, Gwalior-Pune-Indore railway line has been constructed. Hence, if Manmad-Indore railway line is completed, it will become possible to open a third railway line between Bombay and Delhi. Thus, the distance between Delhi and Bombay will be reduced by about 150 kms. as compared to the Western Railway route. Out of about 1,250 kms between Delhi and Bombay (via Gwalior-Indore-Manmad) only the stretch of about 259 kms between Manmad and Indore remains to be completed.

I urge upon the Railway Minister to give a serious thought to this proposal and sanction it. This will cater to the needs of tribal and backward areas of Maharashtra and Madhya Pradesh, and passengers travelling between Delhi and Bombay including goods transportation. This will benefit the Railways as well.

(vi) Need to sanction and complete the second stage of Sri Ram Sagar Project (Andhra Pradesh)

SHRI B.N. REDDY (Miryalguda): Sec-