

Of the 301 women, who die annually of pregnancy-related complications in every 1,00,000 live births, about 50 per cent are from Scheduled Castes and Scheduled Tribes. While in Dholpur (Rajasthan), 49 per cent of deaths were from SC/STs, 51 per cent of 375 deaths examined in Bengal's Purulia between 2005-2008 were from the same category.

In Ranchi (Jharkhand), 123 deaths in the last year, were examined, of which 56 per cent were from SC/STs and in 8 districts of Orissa, the percentage of SC/ST deaths was as high as 68. In Madhya Pradesh's Shivpuri district, 60 per cent of the deaths were from SC/STs.

As many deaths occurred in the anonymity of women's homes or on way to seeking medical help, they often go unrecorded.

The tragic reality is that too often maternal deaths are not visible. They do not leave any trace behind, and their deaths are not accounted for.

In view of above startling facts, I would urge hon. Minister for Health and Family Welfare to take urgent steps to save Indian Motherhood.

#### **Demand for upgradation of NH-67 Trichy Road**

SHRI N.R. GOVINDARAJAR (Tamil Nadu): Sir, I would like to bring to the notice of the Government the condition of NH 67 Trichy Road, which is heavily congested with number of vehicles running everyday between Coimbatore and Karanampettai and is affecting the industrial growth, hampering the trade and commerce in Coimbatore region. Notwithstanding the long-pending demand of those areas for upgradation of NH 67, the widening and upgradation work at NH 67 Trichy Road has not taken place on the busy stretch from Karanampettai to Coimbatore till now. Many roads from thickly populated villages of southern side of Trichy and other industrial areas of Trichy situated at adjacent State highways join NH 67 Trichy Road and, resultantly, there is an abnormal increase in traffic from Karanampettai to Coimbatore particularly from Sulur.

This has been creating a chaotic situation of transportation as well as leads to huge consumption of time, congested traffic, huge fuel wastage due to long waiting of vehicles in the congested traffic. The road between Palladam and Karanampettai, where traffic is less, has been widened and upgraded but at the same time the widening of road NH 67 between Karanampettai to Coimbatore, where traffic is heavy, has been neglected. Hence, I request the Government to take a serious view on this demand of widening and upgradation of NH 67 immediately so that it would be more useful for industrial populated areas on this road and the time consumption, huge traffic, wastage of fuel would be reduced to a great extent.

#### **Concern over irregular fencing of Indo-Bangladesh Border in Meghalaya**

SHRI THOMAS SANGMA (Meghalaya): There is around 800 kilometers of Indian border with Bangladesh in my State of Meghalaya. Out of it, around 350 kilometers fall in the Garo Hills portion of Meghalaya. In order to secure its boundaries, the Government of India has taken up

fencing of this border and the contract to do the fencing work has been given to the NBCC. As per the established practice, the fencing of border has to be done around 150 yards inside the line of control. But, it has come to notice that the NBCC is not doing fencing work as per the established norms. At some places, of South Garo Hills districts it is fencing the border beyond 1 or 1.5 kilometers inside the line of control. In this manner of fencing, the country is losing a huge territory in No Man's Land. Due to this, the people of Garo Hills are facing a lot of problem as they are facing displacement of losing cultivable land in fencing. These people are also being intimidated against lodging any complaint in this regard. Meanwhile, Bangladesh has not started any fencing work in their side and is doing cultivation in the No Man's Land. The matter is very urgent and needs immediate attention. I, therefore, request the Government to look into this problem and take immediate remedial steps.

#### **Demand to reduce freight charges for grains and Pulses**

SHRI A. ELAVARASAN (Tamil Nadu): I rise to bring this special mention to request the Government for revision in the railway freight rate of grains and pulses which has been increased recently. No need to say that ours is an agricultural country and majority of the people are engaged in agriculture and other agricultural allied works. This sector also contributes a considerable ratio to our GDP. Further, railways play a vital role in the transportation of agricultural products from villages to various remote destinations. Unfortunately, the Government has decided to transfer some grains and pulses to Schedule 130 from 110 and 120 respectively. As such, the freight rate for carrying one tonne of grains for 1,000 kilometres has been enhanced to Rs.751.90 from Rs.694.10. This hike of rate by reclassifying grains from category 120 to category 130 will be an additional burden not only on farmers and agricultural allied small merchants but also eventually on common people. The Government has given huge discounts on the movements of iron recently to soften inflationary pressures on steel companies. Ironically, it has increased the freight rate of pulses and grains by reclassifying the categories in which grains and pulses are included. Hence, I request the Government to consider the retention of the category of pulses and grains and reduce the freight rates in Railways as it was done previously, so that it would not affect, directly or indirectly, the farmers, agricultural allied workers and common consumers.

#### **Demand to run the Kalindi Express Regularly**

श्री नन्द किशोर यादव (उत्तर प्रदेश) : महोदय, मैं आपके माध्यम से सरकार से कहना चाहता हूँ कि भिवानी-पुरानी दिल्ली रेलवे स्टेशन से कानपुर वाया फर्रुखाबाद तक चलने वाली कालिन्दी एक्सप्रेस को रेलवे प्रशासन द्वारा दिसम्बर और जनवरी में बन्द कर दिया जाता है। मैं सरकार से जानना चाहता हूँ कि ऐसा क्यों किया जाता है? महोदय, इस लाइन पर सिर्फ एक ही ट्रेन चलती है, इसको अकारण ही बन्द कर दिया जाता है। क्या पूरे भारत में एक यही ट्रेन अतिरिक्त है, जिसे साल में कभी भी बन्द कर दिया जाता है। इसके इस प्रकार बार-बार बन्द करने से यात्रियों में असंतोष है, क्योंकि इस ट्रेन से हजारों लोग फर्रुखाबाद-कन्नौज से रोजाना दिल्ली आते जाते हैं। अगर यह ट्रेन बन्द हो जाती है तो कोई दूसरी ट्रेन नहीं है। यह कितने अफसोस