

- (B) After section 31 of the principal Act, the following section shall be inserted, namely:

Notwithstanding anything contained in any judgement, decree or order of any court or commission, the provisions of this Act, as amended by the Right to Information (Amendment) Act, 2013, shall have effect and shall be deemed always to have effect, in the case of any association or body of individuals registered or recognized as political party under the Representation of the People Act, 1951 or any other law for the time being in force and the rules made or notifications issued thereunder".

- (C) This Act shall be deemed to have come into force on the 3rd day of June, 2013.

#### **Making NHs accident free zones**

\*187.DR. JANARDHAN WAGHMARE: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the latest global reports on the status of road safety released recently has shown increase in road fatalities in India in comparison to other developing countries, and if so, whether National Highways across the country have not been designed in a way so that no fatality occurs; and

(b) if so, the immediate action Government proposes to take to make National Highways accident free zones?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI OSCAR FERNANDES): (a) to (b) As per 'Global Status Report on Road Safety, 2013' published by World Health Organization (WHO), the number of persons killed due to road accident in India in comparison to selected developing countries of the world, for the year 2010 is given in the Statement (*See* below). The incidence of road accident related deaths per lakh population shows lower incidence for India in comparison to many developing countries. The number of road accident deaths per lakh of population at 18.9 in India is lower in comparison to 22.5 in Brazil, 20.5 in China and 24.7 in Vietnam.

Road accidents and fatalities are caused due to a number of factors such as driver's fault, mechanical defects in the vehicles, fault of other road user, bad roads, bad weather, increase in vehicular population, increase in population, heterogeneous

traffic etc. The analysis of causes of road accidents in India shows that driver's fault is the single most important factor responsible for accidents, fatalities and injuries. Defect in road conditions accounts for 1.4% of total road accidents. During the design of National Highways, due care is given for provision of service road, Pedestrian Under Pass (PUP), Vehicle Under Pass (VUP), Foot Over Bridge (FOB), flyover to avoid accidents for road users. Engineering measures such as appropriate road geometry, alignment and sight distances are adopted in the design of new and in improving existing highways. Further, road signages, road marking, delineators etc, as per requirement, are also being provided for making National Highways accident free zone.

***Statement***

*Number of persons killed due to road accident in  
India in the year 2010*

Country/area	Reported No of Road Traffic Deaths	Estimated Road Traffic Death per 100,000 population
India	130,037	18.9
Bangladesh	2,872	11.6
Brazil	36,499	22.5
China	70,134	20.5
Indonesia	31,234	17.7
Pakistan	5,192	17.4
Vietnam	11,859	24.7

*Source:* Global Status Report on Road Safety, 2013- WHO

**Eradication of poverty**

\*188. SHRI ALOK TIWARI: Will the PRIME MINISTER be pleased to state:

(a) whether as per the 68th round of survey of National Sample Survey Office (NSSO) rural poor live on just Rs. 17 per day, and if so, the details of the number of such rural poor, State-wise;