

[Shri Derek O'Brien]

high-tech and high cost investigations and treatments to offer incentives to doctors who refer patients to them. They are free to pay doctors openly and even treat such payments as business expenses for income tax purposes. The rampant corruption in Indian private health care has recently sparked a debate in the British Medical journal as well. However, MCI and the Ministry of Health have been slow in taking up the issue. I strongly urge the Government to take urgent steps to declare all commissions in health care illegal and create a strong deterrent against such practices.

SHRI ANANDA BHASKAR RAPOLU (Telangana): I associate myself with the Special Mention made by Shri Derek O'Brien.

THE VICE-CHAIRMAN (SHRI TIRUCHI SIVA) : Thank you. Shri Vijay Jawaharlal Darda.

**Demand to make a Comprehensive National Road Safety Law to
address issues pertaining to road accidents in country**

SHRI VIJAY JAWAHARLAL DARDA (Maharashtra): Sir, I want to raise an urgent matter relating to road accidents in the country. Accidents impose a huge loss on people in terms of deaths, injuries and money. Unfortunately, the frequency of accidents in India is amongst the highest in the world. India accounts about ten per cent of fatalities in road accidents worldwide. According to statistics, in the past ten years, over eleven lakh people have died in road accidents in the country and more than 55 lakhs have been seriously injured or permanently disabled. This represents every hour. Fifty-six accidents were reported and 16 persons dead in India. Every year, lakhs of families are pushed into poverty when their bread-winner is either killed or disabled in a road accident. According to the Planning Commission of India, road accidents cause an annual economic loss amounting to three per cent of the country's GDP. Yet, a very little has been done to control this epidemic.

The causes for India's, exceptionally high number of crashes include a fractured licensing system, insufficient drivers' training, flawed road design and engineering, weak enforcement of traffic laws and the lack of rapid trauma care. The sole statute governing Road Safety in India, the Motor Vehicles Act, 1988 (MVA) is obsolete and has proved ineffective in addressing any of the aforementioned issues decisively.

I demand to enact a comprehensive National Road Safety Law for creating an inclusive legal framework to address the issue in its entirety and establishment of a dedicated National and State Level Enforcement Agencies to bring cohesiveness and

co-ordination into the efforts of the various agencies involved in addressing different aspects of road safety.

SHRI ANANDA BHASKAR RAPOLU (Telangana): Sir, I associate myself with the Special Mention made by Shri Vijay Jawaharlal Darda.

श्री नरेन्द्र बुढानिया (राजस्थान) : महोदय, मैं इस विशेष उल्लेख के साथ स्वयं को संबद्ध करता हूँ।

श्री हुसैन दलवाई (महाराष्ट्र) : महोदय, मैं इस विशेष उल्लेख के साथ स्वयं को संबद्ध करता हूँ।

THE VICE-CHAIRMAN (SHRI TIRUCHI SIVA): Thank you. The House stands adjourned to meet on Wednesday, the 30th July, 2014, at 1100 hours.

*The House then adjourned at twenty-three minutes past
five of the clock till eleven of the clock on Wednesday,
the 30th July, 2014.*