



**Report on**  
*Consultation Meeting to*  
**Identify Enforcement Challenges of the  
Motor Vehicles (Amendment) Act, 2019**

**Thursday, September 23, 2021**  
**Bengaluru**





---

## Contents

Background	1
Inaugural Session and Introduction	2
Keynote Address	3
Technical Discussions	4
Presentations by Panelists	4
Summing up and Vote of Thanks	7
Recommendations from Consultation Meeting	9
Immediate Actions to be Addressed	10
Annexures	i
Annexure I: Concept Note on the Consultation Meeting	i
Annexure 2: Agenda	iii
Annexure-3: Questions and Discussion Points for the Participants	v
Annexure-4: List of Participants	vii
Annexure 5: Media Coverage	x

## Background

The State of Karnataka, as well as other local governments within the State, have introduced several procedures, policies and innovative methods to control traffic movements and ensure improved road safety within the State. These efforts by the State Government have been well acknowledged by policymakers, Subject Matter Experts (SMEs), etc. In line with these efforts by all States in the country, the Government of India amended the Indian Motor Vehicles Act (MVA), 1988 in September 2019, to provide an additional regulatory framework for traffic movements on Indian roads. Considering a substantial period, since the amendment, it is probably then the right time to reflect on and to question the implementation and enforcement challenges in this Act at the Central and State levels. The Consultation Meeting provided an opportunity to identify the issues and challenges of policy interventions that exist within the different stakeholders related to the transportation and road safety framework in the State, especially in the city of Bengaluru. In addition, there exists an urgent need for amendment in the State rules and bring in new road safety-related policies.

While effective implementation is a challenge for every policy by the Government, periodic dialogue and consultation between stakeholders can generate ideas, and facilitate the development of policy recommendations for improved execution, and positive outcomes. The Public Affairs Foundation ([PAF](#)) along with Consumer Unity & Trust Society ([CUTS](#)) International organised a Consultation Meeting on the 23rd of September, to identify the issues related to road safety, and present a platform to SMEs, and stakeholders to share their views on the MVA, 2019, and envisage on policies for efficient implementation of the Act. The primary objective of the Consultation Meeting was to highlight and discuss the enforcement challenges of the MVA, 2019 and ideate on how the Govt. of Karnataka can be supported to adopt and implement evidence-based, and data-backed road safety policies on behavioural risk factors.

---

## Inaugural Session and Introduction



Dr. Annapoorna Ravichander, Executive Director, Public Affairs Foundation welcomed all the panelists and audience. She then gave a brief on the need for the Consultation Meeting.

### **Shri Sudhakar Rao, ex-IAS, Chairman, PAF**

introduced PAF, the Public Affairs Centre (PAC) and CUTS International and provided an introduction to the Motor Vehicles (Amendment) Act (MVA), 2019. He briefed all the participants on the objective of the meeting. He shared his experience on traffic and road safety matters from when in 2011, he was the Chairman of a National Task Force on Road Safety. Shri Sudhakar Rao further stated

*that 'due to the exponential increase in the number of vehicles on roads, accidents are a greater cause of deaths, even more so than due to the COVID-19 pandemic'. He also shared a traumatising story related to the issue of 'Good Samaritans', and how the MVA, 2019 addresses the challenges related to it. Quoting the notable physicist Albert Einstein, Shri Sudhakar Rao concluded his speech by mentioning that 'Nothing is more destructive of respect for the government and the law of the land than passing laws which cannot be enforced'.*



**George Cheriyan, Director, CUTS International** made a brief presentation on the MVA, 2019, and set the context for the Consultation Meet. He elaborated on the processes, challenges, and issues related to the MVA, 2019, and discussed the importance of the MVA, 2019 which completed 2 years in 2021. He shared the story behind the introduction and development of the Act in 1988, and amendments thereafter, and how this Act was targeted to regulate and strengthen existing laws,

rules and regulations around road safety. Mentioning the 2019-20 Report titled 'Guide for Road Safety Opportunities and Challenges in low and middle-income countries' by the World Bank he stated that, 'with less than 1 % vehicular population of the world, almost 11 % of road accidents in the world take place in India'. He also presented data figures, from the Ministry of Road Transport, and stated figures for the reduction in road accidents. However, the observation he put forward was that these reductions



may not be due to the enforcement of the law, but due to the COVID-19 induced lockdowns in the entire country. He stated that 'majority of the accidents can be attributed to speeding, rash driving, and that people do not wear a helmet while driving on the road.' He also stated some figures from the World Bank report and mentioned that '3.14 % of the GDP of India is the cost of road accidents'.

## Keynote Address

The Keynote Address was given by **Shri N. Shivakumar, I.P.S., Transport Commissioner, Government of Karnataka**, who shared his views on the challenges faced by the Government in the enforcement of the Act, and what policy changes can be made. He also elaborated on the specifics of the MVA, 2019 in the State of Karnataka, and details about how the penalties were levied in the State. He

mentioned in great detail the sections of the Act, related to 'seat belts', 'road speeds', 'passenger vehicles', 'regulations and fines for helmet wearing', 'insurance', etc. He shared a story about a road accident in Hubli-Dharwad, where 15 youths were killed due to not wearing seat belts. He stated that only around 6 States in India, have implemented the Act in the country, and the measures that are being taken in the State of Karnataka to ensure proper implementation and enforcement of the Act. Stressing on the 'Golden Hour' rule mentioned in the Act, he stated the best practice by the Govt. of Tamil Nadu and suggested that focus on trauma care can save lives,



and accident victims can be taken care of, at the earliest. Further, he suggested that the use of, and proper regulation around shared mobility can generate substantial advantages for service providers, as well as citizens.

## Technical Discussions

The introductory speeches were followed by discussions in a Technical Round, where several panelists from different domains in the transport infrastructure shared their experiences and elaborated on the challenges faced by different departments in the



implementation of the MVA. The technical session was started with an introductory lecture on 'Two Years of MVA, 2019: Enforcement Challenges at State Level and Way forward', which was delivered by **Mr Madhu Sudan Sharma, Senior Programme Officer, CUTS International**, who presented in great detail, a few very important sections on the MVA, 2019, what are the focus areas for the Government. He mentioned that while there were several provisions, the

implementation steps and procedures were not clearly mentioned in the Act. While the focus was on the MVA, he gave special emphasis on issues like child safety and pedestrian protection, etc.

## Presentations by Panelists

The panelists for the Technical Round comprised of 5 members, who were from different institutes and organisations, and were associated with the Government of Karnataka, Research and Policy organisations, Think Tanks and were Consultants and Subject Matter Experts.

**Dr B.R Ravikanthe Gowda, IPS, Additional Commissioner of Police (Traffic)** initiated the technical session and elaborated on his views on the successes achieved, challenges, and measures required to improve the enforcement of MVA, 2019. He mentioned that despite enormous investments, the lack of road engineering and related aspects on Indian roads is the main cause of accidents in India. Thus, the focus should be shifted from issues of traffic police, and major attention should be given to all relevant stakeholders. Elaborating on this, he mentioned that road



signages are causes of accidents, which if addressed and improved upon, can lead to a 15 % reduction in accidents. Quoting actual data figures, he mentioned that '33 % of the deaths in Bengaluru are of pedestrians, rather than drivers.' He also touched upon cases of post-crash care, and the importance of it. He further shared his own experiences about road safety, and the issues that need to be addressed. He mentioned that citizens should play a very important role in enforcing the rules, and regulations.



The second speaker in the technical session was **Sri R. P. Kulkarni, Chief Project Officer, PWD/ State Highways, Bengaluru**, and he enlightened the panel with his experiences related to the supporting infrastructure provided by the PWD for effective implementation of the MVA, 2019. Some key points that were mentioned by him included discussions around the specialisations that have been introduced in the PWD for State Highway improvement, road developments. He mentioned how the Quality Department of



the PWD supports the implementation of the MVA, 2019 through monitoring of roads for potholes, sharp turns, requirements for the widening of roads, new constructions, road designs, bottlenecks, etc. He elaborated on the workforce currently working in the PWD, and the capacity building programs that are being introduced to improve the knowledge of officers, and engineers, etc.

The discussion was then carried forward by **Dr G Gururaj, Chairperson of the Vision Group on Health & Family Welfare and Medical Education Department, Government of Karnataka** who shared details relating to trauma care infrastructure, and other accident and health-related efforts taken by health institutes. He also stressed the laws of 'Good Samaritans' and the 'golden hour' rule. He mentioned the best practice from France, where scientific methods have been undertaken to understand the causes of road accidents, and how the country was



successful in reducing road crashes using stringent rules, and regulations. He touched upon several topics such as road safety management mechanisms, under-reporting of road accidents, capacity building and training, technology, safe vehicles, etc. He mentioned that if these issues are discussed upon, researched, and actionable policies are introduced, several road accidents can be averted. He stated the importance of first responders, efficient trauma care system, presence of ambulances, training of nurses and doctors for accident cases, which all play a part in saving lives after a road crash.



**Dr Ravi Gadepalli, Consultant with World Bank & UITP**, engaged the panelists with discussions over the comparative analysis of regulatory frameworks between public and private modes of transport in line with the MVA, 2019. He also explained



the rapid emergence of various forms of new mobility services like app-based aggregators providing on-demand 2-wheelers, 3-wheelers and even mini-buses, and how the MV Act mentions adequate provisions to govern them. He also elaborated the differences in these regulations vis-à-vis the regulations for traditional public transport systems. Further, he shared his views on the fact that shared and public modes of transport increase road safety,

and thus, encouraging shared mobility may lead to lower road accidents. While this is a direct outcome, issues of climate change, specifically air pollution can be addressed with a focus on shared mobility. He highlighted some of the fundamental flaws, and loopholes with the Act, 2019, and how the Act lacks a proper regulatory framework for public transports, etc. However, he shared some suggestive policies which may address these issues, and ensure effective implementation of the MVA, 2019.

**Srinivas Alavilli, Head - Civic Participation, Janaagraha, Bengaluru** shared the citizens perspective about road safety, and how periodic dialogue can improve the policy frameworks. He mentioned that citizens can be involved in a more inclusive manner in policymaking. Sharing cases from his experiences in the United

States of America, he shared that people usually have the attitude of 'pedestrians first', which has been highly lacking in India. He mentioned that an action plan designed and collaborated by all institutions, such as BBMP, think tanks, other government agencies of Karnataka, as well as citizens can help guide the Government towards a better policy structure. He also shared his experience from an initiative named 'Let us walk', and how skywalks, etc., are a complete ugly infrastructure for the city. His discussion was concluded by stressing the fact that pedestrians play an important role on Indian roads, and should be given importance in the policy and regulatory framework.



### Summing up and Vote of Thanks



The technical session was followed by sharing of the Observers, where **Dr Meena Nair, Head of Research, PAC**, shared the key points presented by all the panellists. The event was also attended by **Mr Nalin Sinha, Country Coordinator, Global Road Safety Partnership, Global Health Advocacy Incubator (GHAH)**.

The event was concluded by remarks given by **Dr Ajai Kumar Singh IPS, Former DG & IGP & Commissioner of Police, Bengaluru City**, who was the moderator for the session, and the strategic advisor in organising the event, and not only guided PAF but played an important part in making this meeting a reality. He mentioned that the presence of road accidents is 'a permanent pandemic for the country'. He also shared experiences from his career where he personally analysed the condition of roads with



sharp gradients, high inclination, unscientific roads designs, etc. and shared methods to address these issues.

#### Key Facts and Data Points shared by the Speakers and Panelists

- a. India has the maximum number of road accidents and deaths in the world, including more than China.
- b. A higher number of deaths due to road accidents takes place in rural India than in urban India.
- c. The decade between 2021 and 2030 is the UN Decade for Action on Road Safety, which targets to reduce road accidents and deaths by 50%.
- d. With less than 1 % vehicular population of the world, India accounts for almost 11 % of road accidents of the world
- e. In the last 1 decade, 1.3 million people have died on Indian roads, and almost 5 million people were injured due to road accidents
- f. The 2019 report of the Ministry of Road Transport and Highway states that 4.49 lakh accidents have taken place, where 1.51 lakh deaths have resulted in deaths, and 4.51 lakh people have been injured
- g. Karnataka and Rajasthan rank 4th and 5th in terms of the number of road accidents. Bengaluru ranks 3rd in terms of road accidents, 4th in terms of deaths, and 3rd in terms of injury. Data from the Bengaluru Police Department mentions that there were 4,688 accidents and 766 deaths in 2020
- h. In 2019, almost 66 % of the accident-related deaths were attributed to over speeding. The second most prominent reason is the lack of helmets, which accounted for the deaths of 2,257 motorcycle riders.
- i. The younger population form the majority of deaths on Indian roads; almost 22 % of the road accident deaths were in the age group of 18-25 years, while it was 25.8 % in the age group of 25-35 years, and 22 % in the age group of 35-45 years. Thus, almost 70 % of the accident deaths are for the age group below 40 years.
- j. The 2019-20 Report titled 'Guide for Road Safety Opportunities and Challenges in low and middle-income countries' by the World Bank mentions that '3.14 % of the GDP of India is the cost of road accidents'. The State of Punjab commissioned an organisation named the Institute of Development and Communication, which stated that the State is losing INR 15,000 crores (or almost 3 % of the Gross State Domestic Product (GSDP)) to road accidents.
- k. In the State of Karnataka, the increase in the number of vehicles is almost 12 lakhs per annum.

---

## Recommendations from Consultation Meeting

- a. Improve road infrastructure on rural roads: While a higher number of accidents takes place in rural regions (on highways, expressways, etc.), especially due to the inter-state, or inter-city connectivity being through rural regions, the focus should be given to the following,
  - i. Road infrastructure in rural regions should be prioritised equally as in the urban space
  - ii. Improved connectivity between rural and urban regions for provision of better first aid, and initial care. This is considering the fact that the majority of hospitals, nursing homes are situated in urban regions
  - iii. Efficient coordination between rural and urban governance systems such as in terms of planning, implementation, and enforcement of road safety measures.
- b. Periodic training and capacity building is a necessary activity for all stakeholders related to road safety, with participants both from the service providers, as well as the end-users. Service providers may include different road safety enforcement officers, traffic police, officers from the PWD, etc. End-users may include individuals who are related to any policy on road safety, civil society organisations, principals of colleges, high schools, students, young working professionals, etc. The training may state facts, and provide causes of road accidents, and ways to avoid them. Targeted action to change the perception of road users, and create awareness, improve sensitisation on the importance of pedestrians on the road is a topic that should be discussed in detail
- c. An important aspect that causes the majority of road accidents is the lack of helmets worn by riders and pillions riders. While this is enforced strictly with fines and charges on Very Heavy and Heavy Traffic roads, Low traffic roads are often ignored. An optimised police patrolling may be encouraged in this regard on minor arterial roads
- d. Quality Check Optimisation: While the PWD has been conducting periodic road inspections, a majority of the accidents happen due to poor road maintenance, and inadequate road designs. The Department of Traffic Police, Transport Department and the PWD must allocate special officers for the purpose of inspection on a daily basis. This should be focused on regions which are termed 'Traffic Black Spots', on highways, expressways, etc. where there are chances of high-speed

- vehicles, and heavy vehicular traffic increasing chances of road accidents
- e. While all States are supposed to follow the Act, it has not been introduced to its fullest potential in several States in India. Further, the effective implementation of this is a State subject. In this regard, the fines should be decided carefully based on data-based judgement, and analysis of the willingness to pay by road users. A very high rate of fines for traffic violations may result in protests, increased disturbances through political complications. Added to this, States that have not introduced the Act, and have indicated a disinclination towards the enforcement, should ensure implementation at the earliest
  - f. The development of the National Transport Policy, and the effective constitution of the National Road Safety Board should be prioritised by the central government
  - g. The introduction of an upper limit on vehicle speed limits should be considered for all streets within the city limits where the density of pedestrians is very high. While such specifications exist, they are not enforced strictly. The traffic and road safety departments may consider an upper limit for vehicles on arterial as well as non-arterial roads
  - h. Adoption, replication and scalability of best practices within the country should be encouraged. For example, the road safety infrastructure by the State of Tamil Nadu is one of the best in the country, where the emphasis is placed on trauma care, and taking the injured to the hospitals at the earliest. Thus, ensuring the 3-Es of road safety, i.e. Engineering, Enforcement and Education, through proper regulation in transport can generate substantial advantages
  - i. The overall goal of the government while ensuring road safety should be to have an efficient and seamless inter-institutional linkage between the several departments who work on road safety issues. Thus, PWD, Highway Authority, State Transport, Traffic Department and the State police should all work in tandem with each other.

## Immediate Actions to be Addressed

The Karnataka Road Safety Authority requires to:

- b. Ensure that the overall target to reduce accidents, deaths and Injuries by 50 percent by 2025, effectively

- 
- c. Enhance electronic enforcement and monitor traffic as per the new notification of MoRTH.
  - d. Focus on key risk factors which include high speed, drunken driving, not wearing helmet and seatbelt and ensure child road safety
  - e. Introduce and prioritise Child Road Safety and Trauma Care policy to reduce deaths of children on the roads and save accident victims.



## Session Photographs







Video: [https://youtu.be/Vy\\_kbv7f7xo](https://youtu.be/Vy_kbv7f7xo)

---

## Annexures

### Annexure I: Concept Note on the Consultation Meeting

#### Background

Cities in India are highly dynamic in nature and indicate various characteristics of the population, area, urban form, economic activities, mobility, etc. With such dynamism in play, transport systems need to be (re) designed and maintained in line with specific city features. Further, this transport planning is linked to land uses in a city, making all economic activities interlinked with each other with supporting infrastructure from appropriate transport systems.

India has seen exponential growth in motor vehicles in the last few decades due to the ever-increasing rate of urbanisation in metropolitan cities ([Deccan Herald](#), 2019). As a result, road safety has been one of the major issues faced by pedestrians, non-motorised vehicles and motorists due to reduced awareness, as well as the improper implementation of road safety measures at the grassroots level.

Similar to other cities in India, Bengaluru has been growing at a rapid pace. Due to the staggering increase in the population of the city ([World Population Review](#), 2021), the vehicle population in the city is around 80 lakhs (2019) as compared to 3 lakhs in 1981 ([Deccan Herald](#), 2019). This phenomenal growth coupled with improper land use, weak urban planning, and road engineering has resulted in several challenges on city roads, such as traffic congestion, increase in journey time, pollution and road accidents.

While there exist several other policies in place to ensure road safety, the Government of India introduced the Indian Motor Vehicles (Amendment) Act (MVA) of 2019, to provide an additional regulatory framework to traffic movements on road. It is probably then the right time to reflect upon and to question the implementation challenges of this Act at the Central and State level. It gives us an opportunity to identify the issues and challenges of policy interventions that exist within the different stakeholders related to the transportation and road safety framework in Bengaluru city. Further, there exists

an urgent need for amendment in the State rules and bringing in new road safety-related policies.

To address these issues Public Affairs Foundation ([PAF](#)) along with Consumer Unity & Trust Society ([CUTS](#)) is organising a Consultation Meeting. The primary objective of the Consultation Meeting will be to highlight and discuss the enforcement challenges of the MVA, 2019 and ideate on how the Govt. of Karnataka can be supported to adopt and implement evidence-based road safety policies on behavioural risk factors.

## Objectives

The broad objectives of the Consultation Meeting will be as follows;

1. Provide a platform for stakeholders from various and related fields to share their opinions
2. Identify the enforcement challenges of the MVA, 2019 in the State of Karnataka and the way forward
3. Brainstorm on ideas to develop road safety policies following a structural and multi-organisational discussion
4. Propose steps to ensure a safe and sustainable transport system

## Format

- Invited Panelists will be provided with a set of 2-3 questions
- They will share their responses to the questions at the Consultation Meet
- The Moderator will draw upon the points and coordinate the event
- Two observers will wrap up the key points from the discussions.

## Annexure 2: Agenda

Consultation Meeting Day & Date: Thursday, September 23, 2021 Venue: Conference Room, IAS Officers Association, Infantry Road, Vasanth Nagar, Bengaluru, Karnataka 560001		
9.30 to 10.30 a.m.	Registration	
10.30 to 10.35 a.m.	Welcome Speech	Dr Annapoorna Ravichander, Executive Director, PAF
10. 35 to 10.45 a.m.	Introductory Remarks	Sudhakar Rao, IAS, Chairman, PAF
10.45 to 11.00 a.m.	Setting the Context	George Cheriyan Director, CUTS International
11.00 to 11.20 a.m.	Key Note Address	N. Shivakumar, I.P.S., Transport Commissioner, Bengaluru, Govt. of Karnataka
11.20 to 11.40 a.m.	Coffee/Tea Break	
11.40 a.m. to 1.30 p.m.	Technical Discussions	
Moderator: Dr Ajai Singh, IPS, Former DG & IGP & Commissioner of Police, Bengaluru City		
10 minutes	Introduction to the Technical Session: Madhu Sudan Sharma, Senior Programme Officer, CUTS International	
Panelist 1	Dr B.R Ravikanthe Gowda, IPS, Additional Commissioner of Police (Traffic)	
Panelist 2	Sri R. P. Kulkarni, Chief Project Officer, PWD/ State Highways, Bengaluru	

Panelist 3	Dr Gururaj, Chairman - Karnataka Health Vision group Former Director and Dean, Senior Professor of Epidemiology, Centre for Public Health. National Institute of Mental Health & Neuro Sciences, Bengaluru
Panelist 4	Dr Ravi Gadepalli, Consultant with the World Bank & UITP, Bengaluru
Panelist 5	Srinivas Alavilli, Head - Civic Participation, Janaagraha, Bengaluru
15 minutes	Q and A
10 minutes	Sharing by Observers 1. Dr Meena Nair, Head of Research, Public Affairs Centre, Bengaluru 2. Dr M. A. Saleem, IPS- Ex- A.C.P, Traffic, Bengaluru
<b>Concluding Remarks</b> Dr Ajai Kumar Singh, IPS, Former DG & IGP & Commissioner of Police, Bengaluru City	
1.30 p.m.	Lunch

### Annexure-3: Questions and Discussion Points for the Participants

Panellist	Question
Dr B.R Ravikanthe Gowda, IPS, Additional Commissioner of Police (Traffic)	<ol style="list-style-type: none"> <li>1. What are some structural and remedial measures that should be adopted to ensure safety for road users in cities?</li> <li>2. Are there any specific measures (training of officials, seminars, etc.) that are organised for the officials of the Road Safety Cell to inform them about the mandates of the MVA, 2019?</li> <li>3. What has been some possible outcomes that the MVA has achieved?</li> </ol>
Sri R. P. Kulkarni, Chief Project Officer, PWD/ State Highways, Bengaluru	<ol style="list-style-type: none"> <li>1. What is the supporting infrastructure and measures provided by the PWD to ensure proper enforcement of the MVA, 2019?</li> <li>2. Are there organisational challenges faced in the provision of these supporting infrastructures?</li> </ol>
Dr G. Gururaj, Karnataka Health Vision Group, Former Director and Dean, Senior Professor of Epidemiology, Centre for Public Health. National Institute of Mental Health & Neuro Sciences, Bengaluru	<ol style="list-style-type: none"> <li>1. The MVA, 2019 mentions that Good Samaritans should be protected from legal cases related to road accidents (Golden Hour rule).</li> <li>2. What are the trauma care infrastructures that are in place as a measure to enhance the outcomes of the MVA, 2019?</li> <li>3. A case study of cases against Good Samaritans could be shared in this regard.</li> <li>4. What are your recommendations to improve trauma care infrastructure, to provide better services during the Golden Hour?</li> </ol>
Ravi Gadepalli, PhD, Consultant with World Bank & UITP, Bengaluru	<ol style="list-style-type: none"> <li>1. What are the implementation challenges of the MVA, 2019 that are specific to the governance around Public/ Shared modes of transport?</li> <li>2. What are the institutional and other organisational changes required to develop a sustainable and dynamic policy framework to improve mobility in Indian metro cities, in line with the mandates and rules of the MVA, 2019? This can be from again from the Shared/ Public mobility perspective.</li> <li>3. It is well known that there are several organisations/ govt. bodies such as PWD, Highway Authority, Policy Think Tanks, Traffic Dept., Police Dept., etc. that play a part in the transport framework of a city. With respect to that, what are</li> </ol>

	the benefits and drawbacks of this multi-institutional enforcement structure related to public transport regulation?
Srinivas Alavilli, Head - Civic Participation, Janaagraha, Bengaluru	<ol style="list-style-type: none"> <li>1. What is the importance of a citizen-centric approach to civic issues?</li> <li>2. How does an act like the MVA 2019 impact citizens?</li> <li>3. Do you believe that a periodic dialogue/platform between law/policymakers and citizens will help improve the implementation and action of a law/policy?</li> </ol>



#### Annexure-4: List of Participants

S. No	Name	Designation	Organisation
1	George Cherian	Director	CUTS International
2	Madhu Sudan Sharma	Senior Programme Officer	CUTS International
3	Sudhakar Rao, IAS	Chairman	PAF
4	N. Shivakumar, I.P.S.	Transport Commissioner, Karnataka	Govt. of Karnataka
5	Nalin Sinha	Country Coordinator	Global Road Safety Partnership/Global Health Advocacy Incubator is the India in-country coordinator for the road safety programme
6	Sri R. P. Kulkarni	Chief Project Officer, PWD/ State Highways, Bengaluru	Govt. of Karnataka
7	Dr. G. Gururaj	Karnataka Health Vision group Former Director and Dean, Senior Professor of Epidemiology, Centre for Public Health	NIMHANS

8	Dr. B.R Ravikanthe Gowda, IPS	Additional Commissioner of Police (Traffic)	Govt. of Karnataka
9	Dr. Ravi Gadepalli, PhD,	Consultant	World Bank & UITP
10	Srinivas Alavilli	Head - Civic Participation	Janaagraha, Bengaluru
11	Dr. Ajai Singh, IPS	Former DG & IGP & Commissioner of Police, Bengaluru City	Govt. of Karnataka
12	Dr. Meena Nair	Head of Research	PAC
13	Dr Gautham M	Additional Professor of Epidemiology,	NIMHANS
14	Sapna Karim	Head - Civic Participation	Janaagraha, Bengaluru
15	Nithya Ramesh	Director, Urban Design	Jana Urban Space Foundation
16	Chandrashekhar Kottagi	Team Lead, Safer Roads Bengaluru Initiatives project	Institute for Public Health (IPH)
17	Amit Karnik		Institute for Public Health (IPH)
18	Gurucharan. G	Director	PAC
19	Dr. Annapoorna Ravichander	Executive Director	PAF
20	S. S. Iyer	Administrator	PAC
21	Dr. Meena Nair	Head-Research	PAC

22	Thomas Jacob	Head – Centre for Open Data Research	PAC
23	Dr. Ranjini C.R.	Head of Research	PAC
24	Sanjaya Krishnamurti	Head – Projects & Senior Fellow	PAC
25	Rahul Das	Programme Officer	PAC
26	Indira Ramamoorthy	Training Coordinator	PAF



## Annexure 5: Media Coverage

1. Prajavani: <https://www.prajavani.net/district/bengaluru-city/road-safety-transport-dept-studying-tamilnadu-model-869328.html>



2. Deccan Herald: [https://www.deccanherald.com/city/bengaluru-infrastructure/concrete-roads-ill-equipped-to-ensure-traffic-calming-measures-says-btp-chief-1033647.html?fbclid=IwAR3ATeq8voWF48sygRMYq5V\\_IPI\\_atCVEvQ62TFz5dFcY8zh\\_u2yye2n0704](https://www.deccanherald.com/city/bengaluru-infrastructure/concrete-roads-ill-equipped-to-ensure-traffic-calming-measures-says-btp-chief-1033647.html?fbclid=IwAR3ATeq8voWF48sygRMYq5V_IPI_atCVEvQ62TFz5dFcY8zh_u2yye2n0704)







**PUBLIC  
AFFAIRS  
FOUNDATION**

Partnership for Better Governance

Conceptualised & Designed by

**Public Affairs Foundation**

#15, KIADB Industrial Area,  
Jigani-Bommasandra Link Road,  
Jigani Post, Anekal Taluk,  
Bangalore - 560105, Karnataka, India

**Telefax:** +918027839918/19/20

**Email:** [director@pafglobal.org](mailto:director@pafglobal.org)

**Website:** [www.pafglobal.org](http://www.pafglobal.org)