



*Awareness Programme on:*  
**Divisional Level Consultation on Generating  
Demand for Effective Implementation of MVA, 2019**

**Wednesday,**  
**December 15, 2021, Mangaluru**



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## 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.

## Introduction



The programme on Divisional Level Consultation on Generating Demand for Effective Implementation of MVA, 2019 was kick started by Dr. Annapoorna Ravichander, Executive Director of Public Affairs Foundation. She began her address by welcoming the dignitaries and providing the brief of the awareness programme.

## Setting the Context

George Cheriyan, Director CUTS International, was called upon to set the context of the consultation. He started his address by stating India's disappointing number 1 position as the country with the highest number of deaths due to road accidents overtaking China. He went on to mention that 93% of the world's fatalities on the roads occur in low-and middle incomes countries, even though these countries have only 60% of the world's vehicles. . Referring to the World Bank report released in February 2021, titled 'Guide for Road Safety opportunities and Challenges: Low and Middle income countries profiles' he quoted 'with only 1% of the vehicles in India accounting for 11% of the global deaths in road accidents. A report published by the Ministry of Road Transport Safety (2019), states that 1,51,113 deaths were caused due to road accidents in 2019, the major cause being speeding and reckless driving He added to that by saying that 47.8% of the vulnerable population died in accidents belonged to the age group of 18-35 years of age, leading him to make his statement "*Our young population are dying on the road.*" 2019 also saw an increase in distracted driving was another important information shared by him.



MVA 2019, for the first time, has a clause for fixing accountability of the authority for the flaws in the road design; this also includes 63 clauses for enhanced penalties. He

added that a report by the Union Minister for Transport in the Lok Sabha on 5<sup>th</sup> August, 2021, identified a reduction of 18% in road accidents in 2020 compared to 2019. But he also mentioned that this reduction was not due to enhancement of the Act but due to the lock down and travel restrictions imposed to curb Covid-19. Another report published by NCRB states that, even though there has been a reduction in accidents, there has been an increase in severity (i.e.) for every 100 accidents there has been 37 deaths as compared to 32 deaths in 2017 and 35 deaths in 2019. Moving on to the statistics of Karnataka, he mentioned that over the last 5 years there has been a reduction in deaths due to road accidents. However Karnataka stood at the 4<sup>th</sup> rank in the country for consecutive years, for road accident deaths. He went on to say that, even though there has been a slight reduction in deaths , Karnataka ranks number 1 in the deaths of pedestrians, 13% of the total deaths in India. Another interesting statistic regarding the road accidents taking place in Mangaluru included the time frame where most of the accidents take place (3-9pm on Sundays),. This brought him to his final statement that there is still a need for major enhancement of capabilities of enforcement officials and awareness generation among the public to make enforcement effective.

## Inaugural Address by Chief Guest

The Chief Guest, Dr. Rajendra K.V IAS, District Collector Mangaluru, began his address by thanking PAF and CUTS for organising an event as this and quoting his increased enthusiasm with this issue at hand and the need to promote corrective actions. He recalled his times as a medical graduate and the number of road accident cases he has witnessed and the common pattern he was able to associate with the accidents. He stated that to curb this and to view this from the perspective of an administrator and a common man, there needs to be a behavioural change of both vehicle drivers and pedestrians. He made a very important point of how there should be constant acceptance of any changes made to bring about effective enforcement and implementation. He mentioned the case of smart cities and how creating smart cities without increasing size and quality of the roads and utilising manpower unnecessarily is not going to bring about any change, but to make smart cities with roads synonymous with safety. He added that this awareness has to start at the primary school level by making rules on road safety a mandatory part of school curriculum. He ended his address by strongly reinforcing his involvement in the cause



and the need to strengthen his department and officers by carrying out more awareness and capacity building programmes.

## Introduction to Technical Session

This session was kick started by George Cheriyan, Director, CUTS. This session began with the 5 risk factors identified by WHO and another 6<sup>th</sup> aspect keeping in mind the Indian scenario. For each of the risk factors he mentioned the fines and penalties specified and the accident statistics.



The first one that was discussed was over-speeding; He stated that increase in speed multiplies the risk of accidents and its severity. He stated that a "I love 30" (30 kms per hour) was the theme for Global Road Safety Week 2021 which advocated for a 30km speed where pedestrians and vehicles meet. Next was the use of seat-belts. He stated that corrective use of seat belts reduces the risk of deaths due to crashes by approximately 60%. He also emphasised that rear seat people should also wear seat belts and not just the people on the front seat to reduce accidents. Next comes the child restraint system which is still not effectively implemented in India. This system reduces the risk of death by 71% among infants under the age of 71% and 54% for children aged 1-4. Next discussed risk factor was corrective use of helmet; it was mentioned that non-helmeted users of motorized vehicles are 3 times more susceptible to head injuries in a crash compared to those wearing helmets. The amended law also states that any child above 4 years of age should wear helmets. The other factor discussed was drinking and driving; he mentioned that even a lesser



quantity might intoxicate a young inexperienced driver, which makes the young population the most vulnerable to road accidents. He also raised a pertinent question relating to the difficulty on road and implementational issue as to how breath analyser tests be used in terms of consumption of drugs. The last aspect discussed keeping in mind the Indian scenario was the increase in distracted driving (i.e.) increase in use of mobile phones and other gadgets while driving. He quoted that in Karnataka, Bangalore ranks number 1 in the use of gadgets while driving with 83% of the drivers using their mobiles while driving and Mangaluru at 6<sup>th</sup> position with 41% drivers using mobile phones. .

After discussing all of this, we went on to give tips that drivers should keep in mind and other important policy recommendations which included the need to strengthen the District Road Safety Committee with the District Collector as the head to enforce effectively on ground implementation. This requires involvement of stakeholders at all levels and strengthening road safety authorities in every district.

## Impact of infrastructure as a Challenge



Shri. Akshay Sridhar, Commissioner, Mangaluru City Corporation, began his session by reinforcing the importance of such a policy event. He stated that the setback faced by the MVA 2019, is the placing of more weightage on the regulatory aspect rather than the developmental aspect (i.e.) the system forgets to focus on what should be done immediately to avoid mishaps in the future. He added that

the Indian road designs are governed by the Indian Road Congress and posed a pertinent question on whether enough research is being done by road engineers in order to cope with recurring challenges and are these road engineering agencies working in line with the spirit of the Indian Road Congress. He then went on to mention another important policy recommendation that has to be taken up by the Urban Finances Department, to streamline financing for roads in order to ensure safety on roads.

The creation of cycling lanes and rings was one important infrastructural change discussed by him. He went on to discuss the difficulties of creating a cycling



infrastructure in a coastal city like Mangaluru and emphasised that the Mangaluru smart city corporation, keeping this difficulty in mind has come up with a cycling infrastructure called Oonies (i.e.) restricting cycling infrastructure to 3m or narrower lanes to reduce the burden on the roads which is still being in the process of being implemented. Another suggestion made by him was the strengthening of public transportation and developing sound infrastructure for pedestrians. He mentioned that road discipline should be made stricter and be actualised for effective implementation. Automation and monitoring were also mentioned as two important innovations that should be implemented to lessen motor vehicle accidents. He suggested that policy should evolve keeping all these in mind. To develop infrastructure, he mentioned that the system should step away from the piecemeal approach and look at the bigger picture of what really is essential keeping in mind the architecture of the cities. For this there should be road safety awareness and capacity programmes to create an integrated policy approach. He ended his session by mentioning that the need of the hour is for the system to effectively intervene to improve infrastructure and strengthen the existing policy by effective documentation.

## Industrial Involvement, Ownership and Role of Citizens

Giridhar Prabhu, Director, Achal Industries, Mangaluru began his address by emphasising the importance of addressing the issue of road safety from an individual perspective as goodness cannot be legislated. Being a businessman, he mentioned that accidents are not good business. His address centred around the incorporating of newer policy recommendations from political, economic and social point of view. His first suggestion was to create road safety as a national mission and incorporate National Highways authority as important stakeholders in this mission. The next suggestion was providing truck drivers as highly educated members of the road transport system and removing the stigma of lack of prestige associated with taking up driving as an employment. Then he went on to mention the importance of revising school curriculum to include traffic rules and road safety as important lessons. He also mentioned that there is a need to build simulators and incorporate this technological innovation in universities and make this a part of



CSR, to inculcate good road values among students. Another suggestion provided by him included the introduction of corrective facilities and bodies as part of a punishment mechanism by reviving the prevention of accidents department. He also suggested that working hours should be made flexible to manage traffic. Finally, he suggested that driving tests should be made more difficult as well as renewal of licenses.

## Need for Counselling and Trauma Care



Dr. Sudhakar Rao T, Surgeon and RMO's address centred around basic life support and what should be done immediately after an accident has been caused. He said that the usual response of taking victims to the hospital is essential but before there is a need for basic life support, which is always forgotten or overlooked. He highlighted the importance of providing training for trauma care and prevention care while providing licenses to every driver. He shared the

acronym DRABC that encapsulates the important steps included in basic life support mechanism; D – Mitigate Danger; R – check for the Response of the victim; A- check Airway (open airway – head tilt, chin lift); B- check Breathing (chest rise and fall); C – provide Chest Compression (30 compressions, 2 powerful breaths via mouth to the victims' mouth till the ambulance arrives).

He ended his address by strongly enforcing the need to include basic life support mechanisms in school curriculum and basic life support should begin immediately after accidents are caused.

## Address by ACP (Traffic)

The address by Natraj, ACP (Traffic) Mangaluru, focussed on 3Es, one should keep in mind to ensure road safety – Education, Engineering and enforcement. He shared that improving and enhancing information on road safety measures, developing better road conditions by creating better road designs to ensure effective enforcement of the Act. He identified the problem of commuters protesting against law enforcement officials for imposing higher penalties as per the new Motor Vehicle Act.



## Excessive Speed, Drunken and Distracted Driving



R. M. Varnekar, Regional Transport Officer, Mangaluru began his address by appreciating the strength of the MVA 2019 to half India's accident cases to less than 5 lakh accidents per year. He highlighted the amendments of the Act – enhancing road safety, improving citizen facilitation, strengthening of rural roads and automation of services to the public. He then went on to detail few of the amendment and how they have been revised and revamped to improve road safety in the country:

1. Road Safety – By increasing penalties and providing compensation for road victims to ensure increased road safety; creation of National Road Safety Board by the central government that will advise all levels of the government on road safety
2. Protection of good Samaritans
3. Creation of Motor Vehicle Accident fund by the central government to provide insurance coverage for all Indian Road users
4. To reduce scope of manipulation and corruption by making vehicle tests automatised
5. Increased training for drivers
6. Re-inspection of harmful vehicles

He also highlighted few road safety measures implemented in India:

1. Comic books – released with an aim to create awareness among school children
2. ICT -Internet computerised technology to provide vehicle information – Vahana, Sarathi – application to curb malpractices involved in license producing
3. National highways to be free of railways lines.

He ended his address by emphasising the importance of road safety and the need to strengthen road discipline by inculcating a sense of road responsibility among citizens.

## Chairperson's Address

Dr. Kumara IAS, Chief Executive Officer – Zilla Parishad, began his address by imprinting the importance of action of any act and rule. He stated the main reason for amending the MVA (i.e.) to reduce accidents and the violations of traffic rules by strengthening road safety and change in behaviour on the road. By communicating these changes to the public and enhancing the circulation of information around the same there can be a change in the road system was a key point highlighted by him.



To make the MVA, 2019 an effective act and to enhance its implementation, he produced the 5E acronym:

1. Effective road – Evaluation of the kinds of roads we have and developing safer roads
2. Effective engineering – Empowering engineers with sound technical knowledge to create good road designs
3. Effective education – Dissemination of information to people via NGOs and the efforts of the government and make MVA a compulsory part of school curriculum
4. Effective enforcement – Bring discipline and efficiency in road safety measures
5. Effective implementation – Bringing in transparency, making driving test rules stringent and providing efficient driving training.

He added that if all these 5Es work together there will be a visible reduction of road accidents and better road safety can be maintained.

## Summing up, Key Takeaways, Action Points



The observation and the summing up of the key points from all the sessions was presented by Praveenchandra Shetty, Consultant. He highlighted two key areas that have to be strengthened for effective implementation of the MVA 2019 and they included creation of scientifically designed roads and defect-free vehicle architecture. He ended his session by mentioning that unless the two suggestions are not

incorporated into the act, there will not be effective implementation.

## Recommendations

The following recommendations were derived from the meeting

### Infrastructure

- Develop safer roads by evaluating the existing ones
- Empower engineers with sound technical knowledge to develop good road designs
- Create ways to implement road safety as a national mission and incorporate National Highways authority as important stakeholders in this mission
- Create road designs based on the architecture of various cities to ease the burden of traffic and not impose best practices of one city directly on to another
- Enforce Automation and monitoring to lessen motor vehicle accidents
- Look at the big picture while designing roads rather than have a piecemeal approach
- Introduce road advisory and capacity building programmes to create an integrated policy framework.

All this should be a combined effort of the government and Non-Government Organisations.

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### **Impart Knowledge**

- Disseminate information to public via NGOs
- Introduce MVA 2019 and traffic rules as a curriculum in schools
- Provide drivers as highly educated members of the road transport system
- Remove the stigma of lack of prestige associated with taking up driving as an employment
- Revise school curriculum to include traffic rules and road safety as important lessons.

### **Enforcement and Administration**

- Bring discipline and efficiency in road safety measures
- Introduce corrective facilities and bodies as part of punishment mechanism by reviving prevention of accidents department
- Make working hours more flexible to manage traffic congestion
- Strengthen District Road Safety Committee and activate the Committee with District Collector as the Head
- Strengthen the research wing of Indian Road Congress to cope with recurring challenges
- Urban finance department should take up necessary measures to improve funding to ensure road safety.

### **Implementation**

- Bring in transparency, making driving test rules stringent and provide efficient driving training.

### **Techno Interventions**

- Use technological interventions effectively and avoid traffic police at every junction
- Build simulators and incorporate this technological innovation in universities and make this a part of CSR, to inculcate good road values among students.



## Key facts and data mentioned by the speakers

- India holds the number 1 position for persons killed in road accidents overtaking China.
- With less than 1% of vehicles in the world, India contributes 11% of road accidents in the world
- People belonging to the age group of 18-35 constitute 48% of road accident deaths in India
- There has been an addition of 63 new clauses to the amended Motor Vehicles Act, 2019
- According to the Ministry of Road Transport and Safety, there has been an 18% reduction in road accidents in 2020 compared to 2019 data but it is speculated that the reduction is not due to the effective implementation of the MVA, 2019 but due to the stringent COVID-19 restrictions.
- According to NCRB data, it has been identified even though there has been a reduction of accidents in 2020, the intensity of deaths has increased from 32 deaths per 100 accidents to 37 deaths per 100 accidents
- Karnataka stands number 1 in deaths of pedestrians with nearly 13% of pedestrian accidents resulting in deaths.
- Child restraint system which has not been implemented in India yet, reduces the risk of death by 71% for infants and 54% for children aged 1-4
- It was found that, in 2019 the cause for 33% of road accidents has been the case of distracted driving
- The government of India aims to reduce deaths and injuries caused due to road accidents by half the number by 2030 which is included as a part of SDGs.

# Annexures

## Annexure 1

Divisional Level Consultation on Generating Demand for Effective Implementation of MVA, 2019		
Day & Date: Wednesday, December 15, 2021		
Venue: Goldfinch Hotel Mangaluru, Bunts Hostel Road (near Jyoti Circle) Balmatta, Mangaluru		
9.00 to 9.30 a.m. Registration and Tea/Coffee		
9.30-10.30 a.m.	Inaugural Session	
10.30-10.40 a.m.	Welcome and Introductory remarks	Dr. Annapoorna Ravichander, Executive Director, Public Affairs Foundation, Bengaluru
10.35-10.45 a.m.	Setting the Context	George Cheriyan Director, CUTS International
10.45-11.15 a.m.	Inaugural Address by Chief Guest	Dr. Rajendra K V IAS, District Collector Mangaluru
11.15-11.30 a.m.	Coffee/Tea Break	
11.30 a.m-1.30 p.m.	Technical Discussions	
Key Risk Factors of Excessive Speed, Drunken and Distracted Driving, Not wearing helmet, Seat Belt and Child Restraint System		
10 minutes	Introduction to the Technical Session	George Cheriyan Director, CUTS International
Panelist 2	Impact of infrastructure as a challenge	Shri. Akshay Sridhar, Commissioner, Mangaluru City Corporation, Mangaluru
Panelist 2	Industrial involvement, ownership and role of citizens	Giridhar Prabhu, Director, Achal Industries, Mangaluru
Panelist 3	Need for counselling and trauma care	Dr. Sudhakar Rao T, Surgeon and RMO
Panelist 3	Excessive Speed, Drunken and Distracted Driving	R. M. Varnekar, Regional Transport Officer, Mangaluru
1.30-1.45 p.m.	Chairperson	Dr. Kumara IAS, Chief Executive Officer - Zilla Parishad
1.45-2.00 p.m.	Summing up, Key takeaways, Action points and Vote of thanks	CUTS International and Public Affairs Foundation
2.00 p.m.	Lunch	

## Annexure 2: List of Participants

S.No.	Name	Department/Organisation	E-mail Id
1	Praveen Chandra Shetty	Keer, Mangalore	<a href="mailto:surverorshetty@gmail.com">surverorshetty@gmail.com</a>
2	Geroge Cheriyan	CUTS International	<a href="mailto:gc@cuts.org">gc@cuts.org</a>
3	G. Giridhar Prabhu	Achal Industries (P) Ltd.	<a href="mailto:ggprah@gmail.com">ggprah@gmail.com</a>
4	Anup Baliga	Achal Industries (P) Ltd., Mangalore	<a href="mailto:anupbaliga@gmail.com">anupbaliga@gmail.com</a>
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11	Manikantta. M	Traffic west Police Station	<a href="mailto:Gmanish52@gmail.com">Gmanish52@gmail.com</a>
12	V N Puranik		<a href="mailto:Vittatpuranik16@gmail.com">Vittatpuranik16@gmail.com</a>
13	Kumareshwara Bhat	Social Infrastructure (SINDS)	<a href="mailto:kumareshwara@gmail.com">kumareshwara@gmail.com</a>
14	Naveen R	Mangalore	

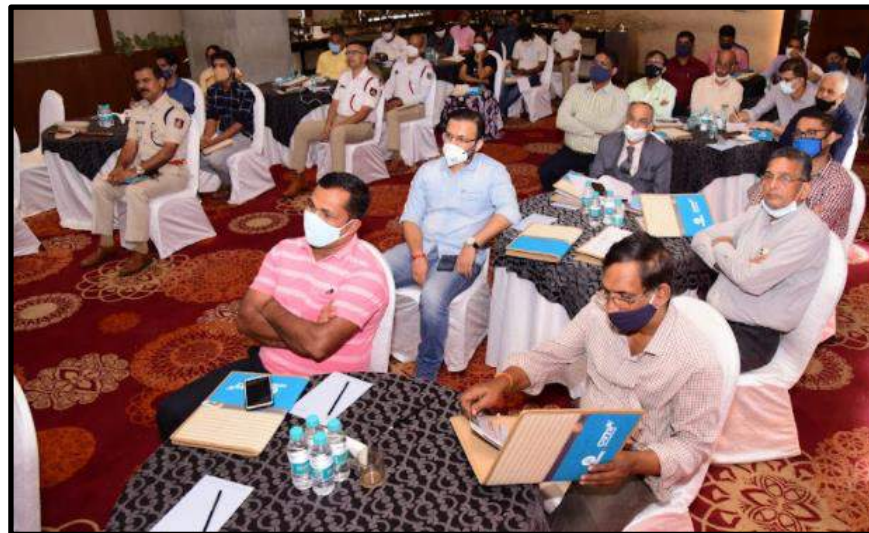
15	Renni D' Souza	PADI, Mangalore	
16	Sr Lavisha	Jeevandhar Trust, Kulshekar, Mangalore	
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18	Bharth Kumar	Vijayavani News Paper	<a href="mailto:bharathkmshettugar@gmail.com">bharathkmshettugar@gmail.com</a>
19	Ramachandra Bhatt	MangalreToday.com	
20	Sandesh Kumar	Vijayavani Photographer	
21	Isaac VM	KIA	<a href="mailto:Issacvm@gmail.com">Issacvm@gmail.com</a>
22	Dr. Roojhovendra Halle	Swastika National School	
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24	Dr. Rajendra K V	Deputy Commissioner	
25	Prarthana	Inchara Foundation, Shivbagh, Mangalore	
26	Guru K	PI	
27	Hareesha Kulkunda	Hosadigantha	<a href="mailto:harikulkunda@gmail.com">harikulkunda@gmail.com</a>
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30	Mytreya A	KCCI	<a href="mailto:office@kanarachamner.com">office@kanarachamner.com</a>
31	Vincent D' Souza	The New Indian Express	

32	Sathish Ira	Udayavani Photofraph	
33	Udaya Kumar C.R		
34	R.M. V	R T O , Mangalore	
35	G K Bhat	NGO	
36	Abhitha. S	Pricipal, Shree Devi Institute of Social work	
37	Dr. Sudhakar T	Surgeon & Resident Medical Officer	
38	Gopal Krishna Bhat. B	Police Inspector	
39	Guru Kumar	PI Tr. South	
40	Rakesh Rao	FDA RTO officer	
41	Vittal N Puvani k	Retired RTO Staff	
42	Dr. Annapoorna Ravichander	Public Affairs Foundation	<a href="mailto:director@pafglobal.org">director@pafglobal.org</a>
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44	Ananya Balasubramanian	Public Affairs Foundation	<a href="mailto:ananzbala@gmail.com">ananzbala@gmail.com</a>
45	Dr. Rajendra K V IAS,	District Collector Mangaluru	
46	Akshay Sridhar	Commissioner, Mangaluru City Corporation,	
48	R. M. Varnekar,	Regional Transport Officer, Mangaluru	
49	Dr. Kumara IAS,	Chief Executive Officer - Zilla Parishad	

## Annexure 3: Select Photographs

















## Annexure 4: Media Coverage

<https://www.thehindu.com/news/cities/Mangalore/improving-infrastructure-could-reduce-road-accident-fatalities-akshy-sridhar/article37964776.ece?s=08>



**'Behavioural Change is Required among Drivers & Pedestrians to Avoid Accidents'- DC Dr K V...**

**'Behavioural Change is Required among Drivers & Pedestrians to Avoid Accidents'- DC Dr K V...**  
www.mangalorean.com

Deccan Herald

<https://www.deccanherald.com/state/mangaluru/need-to-educate-people-regarding-traffic-rules-stressed-1061194.html>



**Need to educate people regarding traffic rules stressed**

The district administration's Road Safety Committee  
www.deccanherald.com

### Improving infrastructure could reduce road accident fatalities: Akshy Sridhar

SPECIAL CORRESPONDENT

MANGALURU  
Mangaluru City Corporation Commissioner Akshy Sridhar on Wednesday said the need of the hour to ensure road safety was to improve infrastructure for vehicles and pedestrians and strengthen the existing policy by effective documentation.

He was speaking at a technical session on 'Impact of Infrastructure as a Challenge' at a divisional-level consultation on generating demand for effective implementation of Indian Motor Vehicles Act (MVA), 2019.

The programme was organised by Public Affairs Foundation (PAF) and Consumer Unity and Trust Society (CUTS), Bengaluru, here.

Mr. Sridhar said the MVA placed more weightage on regulatory aspects than developmental ones thereby suffering setback. The system forgets what should be done immediately to avoid accidents in the future. Whether enough researches were done by road engineers at the Indian Road Congress that specifies road designs to address recurring challenges, he wondered.

The Commissioner said creation of cycling lanes on city's lanes and bylanes could reduce burden on trunk roads. Strengthening the public transport system and adequate

pedestrian infrastructure could reduce road fatalities.

Inaugurating the programme, Deputy Commissioner K.V. Rajendra said behavioural change was required among drivers and pedestrians to avoid mishaps. There should be consistent acceptance of changes made to introduce effective enforcement and implementation. Road safety awareness should start at the primary school levels by making it part of the curriculum.

CUTS director George Cherian in his introductory address said the Act for the first time has a clause for accountability of the authority bestowed with the power to engineer and design roads; this also includes 63 clauses for enhanced penalties. He said 93% of world road accidents occur in developing countries with India's share being at 11%. Union Ministry of Road Transport and Highways report said 1,51,113 deaths were caused by road accidents in 2019; speeding and reckless driving being the prime causes of accidents. Nearly half of the victims were aged between 18 and 35, he said.

In Karnataka though there was reduction in road accident deaths of drivers, fatalities of pedestrians has increased in the last five years, he said.

PAF Executive Director Annapoorna Ravichandrar spoke.

Times News Network



Udayavani Kannada Daily





## City roads record most accidents on Sunday noon: Study

**EXPRESS NEWS SERVICE**  
@ Mangaluru

A STUDY conducted by Department of Criminology and Forensic Science, School of Social Work, Roshni Nilaya, has revealed that more than 40 per cent of the total accidents that occurs in Mangaluru city take place between 3 pm and 9 pm on Sundays.

According to a study report published in *Journal of Forensic Sciences and Criminal Inves-*

tigation, 21 per cent of road accidents occur between 3 pm and 6 pm on Sundays and another 20 per cent occur between 6 pm and 9 pm on Sundays.

George Cheriyan, Director, CUTS International, referred the study report during the Divisional level consultation on generating demand for effective implementation of Motor Vehicle Act, 2019. Quoting the study, he said while the main cause of ac-



cidents in city was rash and negligent driving and skidding of vehicles, drunk driving caused least number of accidents. Further, the report said that more than 41 per cent of road accidents took place in and around 11 places like Bendoorwell, Bejai, Kadri, Lalbhag, Urwastore, Bunder, PVS, Mannabettu, Kottar, Bajpe and Kavor. Over 33 per cent of accidents took place on national

highways and industrial areas.

Deputy Commissioner KV Rajendra stressed on behavioural change of both vehicle drivers and pedestrians and constant acceptance of any changes made to bring about effective enforcement and implementation. He added that traffic awareness has to be instilled at primary school level by making rules on road safety a mandatory part of school curriculum.

MCC commissioner Akshy Sridhar elaborated the difficul-

ties faced in creating a cycling infrastructure in a coastal city like Mangaluru and emphasised that the Mangaluru Smart City Limited, keeping this difficulty in mind has come up with a cycling infrastructure called Onies (bylanes) restricting cycling infrastructure to 3 metres or narrower lanes to reduce the burden on the roads.

Dr Annapoorna Ravichander, Executive Director, Public Affairs Foundation, Bengaluru, also spoke.

Hosadigantha

### ಹೊಸ ದಿಗಂತ

1

ಮೋಟಾರು ವಾಹನ ಕಾಯ್ದೆ ಪರಿಣಾಮಕಾರಿ ಅನುಷ್ಠಾನ ಮತ್ತು ರಸ್ತೆ ಸುರಕ್ಷತೆ ಕುರಿತ ಕಾರ್ಯಾಗಾರದಲ್ಲಿ ಡೀಸಿ

**ಪಠ್ಯಕ್ರಮದಲ್ಲಿ ರಸ್ತೆ ನಿಯಮ ಪಾಲನೆ ಸೇರ್ಪಡೆ ಆಗಲಿ**

ಮೂಗಲಕರ: ರಸ್ತೆ ಸುರಕ್ಷತೆ, ನಿಯಮ  
ಪಾಲನೆ ಒಗ್ಗಿ ಎಳೆಯಬೈಯುವ ಜಾಗೃತಿ  
ಮೂಡಿಸಬೇಕು. ತಕ್ಷಣ ಭಾರತ, ರಸ್ತೆ  
ನಿಯಮ ಪಾಲನೆ ಒಗ್ಗಿ ಪಕ್ಷಪಟಲದಲ್ಲಿ  
ಏನಿರುವ ನಿಜವಾಗಿ ಅಗಬೇಕಿದೆ. ವೈಜ್ಞಾನಿಕ,  
ಸುರಕ್ಷತೆ ರಸ್ತೆಗಲ್ಲದ್ದು, ಏಕೆ ಮನೋಭಾವ  
ಬದಲಾಗದೆ ಹೋದರೆ ರಸ್ತೆ ಅಪಾಯ ತಪ್ಪಿಸಲು  
ಸಾಧ್ಯವಿಲ್ಲ. ಎಂದು ವಕೀಲ ಜಿ.ಎಸ್.ಎಸ್.ಎಸ್.ಎಸ್.ಎಸ್.  
ರಾಜೇಂದ್ರ ಕೆ.ಎಸ್. ಹೇಳಿದರು.

ಮೊದಲನೆಯ ವಾಹನ ಕಾಯ್ದೆ ಮೇರೆಗೆ  
ಮಾಲೀಕರು ಅನುಷ್ಠಾನ ಮಾಡುತ್ತಿರುವ ಸುರಕ್ಷಿತ  
ಕುರಿತು ಮೇಗಲೇನಂತ ಮತ್ತೂ ಅಧಿಕಾರ  
ಭವಿಷ್ಯಾತ್ಮಕ ಮತ್ತು ಸಿಬ್ಬಂದಿಯ  
ಅನುಷ್ಠಾನದಂತಹ ವಿಷಯದ ಬಗ್ಗೆಯೂ  
ನಗರದ ಪಾಲಿಕೆ ಮೇಲೆ ಸ್ವಾಧೀನದಲ್ಲಿ  
ನಡೆಸಿದ ಕಾರ್ಯನಿಗರ ಅಧ್ಯಕ್ಷರು ಆತನು  
ಮಾಡಿಕೊಂಡರು.

ರಸ್ತೆಗಳು ಸುರಕ್ಷಿತವಾಗಿವೆಯೆಂದು, ಅವನ್ನು ಒಳಗೊಂಡ ನಾಡು ನಮ್ಮ ನಡೆವಳಿಗೆ ಒದಗಲಾಯಿತು, ಸಂಸಾರ ನಿರೂಪಣೆಗಳು ಪಾಲಿಸುವುದರಿಂದಾಗಿ ಎಲ್ಲರಿಗಿಂತಲೂ ಇವು ಅತ್ಯಂತ ಉತ್ತಮವಾಗಿವೆ.



ಸಂಪದವಿವಿಧವೆಂದೇ ಕಣಿಯಾದುದು. ಈ ವಿಚಾರವನ್ನು ಜಿಲ್ಲಾಧಿಕಾರಿ ಗಂಭೀರವಾಗಿ ಪರಿಗಣಿಸಿದ್ದು, ರೈತ ಸುರಕ್ಷಣಾ ಸಭೆಗಳನ್ನು ಏರ್ಪಡಿಸಲು ಆಯೋಜನೆಗಳು ಮುಂದುವರಿದಿವೆ.

ಮುಂದಿನ 30 ವರ್ಷಗಳ ಸಂಚಾರ ವ್ಯವಸ್ಥೆ  
ಪರಿವೃಷ್ಟಿಯಿಂದ ಒಣಗಾಡಿನಾ ಪರಿಶುದ್ಧಗೊಳಿಸಿ  
ಮಂಗಳೂರಿನಲ್ಲಿ ಚಾಲ್ತಿನ ವಿನ್ಯಾಸವನ್ನು  
ಕೆಂಪು ಮಂದಿ ವಿರೋಧ ವ್ಯಕ್ತಪಡಿಸಿದರಾಗಿ  
ಪ್ರಸಿದ್ಧ ಸಂಚಾರ ವ್ಯವಸ್ಥೆ ಸುಧಾರಣೆ  
ವ್ಯವಸ್ಥೆಯಿಂದ ಆಗುವ ಕೆಲಸವಾಗಿದೆ. ಈ

[illegible]

ಕೈಪಿಡಿ ಸಂಯಾರಿಸಿ  
ಹಂಚುವಿಳೆ

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ಅದ್ವಯವದ ಪ್ರಕಾರ ಮಂಗಳೂರಿನಲ್ಲೂ  
ಪ್ರಾಚೀನವಾದ ಶಿಕ್ಷಣ ಅಭಿವೃದ್ಧಿಗಾಗಿ  
ಸರ್ವೋಚ್ಚತರದ ಅಂದಾಜು ಸುಮಾರು 3-6 ಗಂಟೆ  
ವರೆಗೆ 21 ವಿದ್ಯಾರ್ಥಿಗಳಿಂದ 9 ಗಂಟೆಗಳವರೆಗೆ  
ಶೇ. 20ರಷ್ಟು ಅಭಿವೃದ್ಧಿಗಾಗಿ ಸೇರಿಯಾತ್ನ  
ಇದರಲ್ಲಿ ಒರಿಯಾನ್ ಮತ್ತು ಬಾಲ್ಯಾಣ  
25-45 ವರ್ಷದ 6.00ರವರೆಗೆ ಬಾಲ್ಯಾಣ  
ಬಾಲ್ಯಾಣಕ್ಕೂ ಸೇರಿದಂತೆ ಇಂಥ 1150  
ಶಿಕ್ಷಣಿಗಳಿಂದ ಸ್ವಗತವಾಗಿ ಮಂಗಳೂರಿನಲ್ಲಿ  
2017 ರಲ್ಲಿ ಅದ್ವಯ ವರ್ಗ 962 ಅಭಿವೃದ್ಧಿಗಾಗಿ  
116 ಮಂದಿ ಸಾಕ್ಷರರಾಗಿದ್ದಾರೆ. ಸುಮಾರು  
ಅಪಾರವಂತ ಒಬ್ಬರಂತೆ ಅಭಿವೃದ್ಧಿಗಾಗಿ  
ಇದರಲ್ಲಿ ಅದ್ವಯದ ಕಾರ್ಯದರ್ಶಿ ಮತ್ತು  
ಅಭಿವೃದ್ಧಿಗಾಗಿ ಅಭಿವೃದ್ಧಿಗಾಗಿ

ಬೀದಿಗಳಲ್ಲಿ ಹೆಚ್ಚಿನ ಸಂಖ್ಯೆಯಲ್ಲಿ ಸುರಕ್ಷತೆ ಕಾಪಾಡುವ ಕಾರ್ಯಕ್ರಮಗಳನ್ನು ಕೈಗೊಳ್ಳುವಂತೆ ಸೂಚಿಸಲಾಗಿದೆ.

## Vijayavani

ಮೊಟ್ಟಾರು ವಾಹನ ಕಾಯ್ದೆ ಕಾರ್ಯಾಗಾರದಲ್ಲಿ ಜಿಲ್ಲಾಧಿಕಾರಿ ಸಲಹೆ  
ನಿಯಮ ಪಾಲನೆ ಕಟ್ಟುನಿಟ್ಟು

[illegible]

**ಭಾವನಾಪೂರ್ವಕ ನಗರದಲ್ಲಿ ಹೆಚ್ಚು ಅಪಘಾತ!**  
 ಒಂದು ಅಧ್ಯಯನದ ಪ್ರಕಾರ ಮಂಗಳೂರಿನಲ್ಲಿ ಅಪಘಾತದ ಅಂಶ ಹೆಚ್ಚು ಅಪಘಾತಕಾರಿ ಸಂಭವಿಸುತ್ತಿದೆ. ಅಂದರೆ ಇಲ್ಲಿ 30ನೇ 6ನೇಯವರೆಗೆ 21.2ರಷ್ಟು ಮತ್ತು 60ನೇ 9ನೇಯ ವರೆಗೆ 20.2ರಷ್ಟು ಅಪಘಾತಗಳನ್ನು ಪರಿವೇಶಿಸುತ್ತಿದೆ. ಅಂದರೆ 10ನೇಯವರೆಗೆ 25-45 ವರ್ಷದ 6.4ರಷ್ಟಿದೆ. ಲಾಲ್‌ಬಾಗ್, ಗಾಂಧಿಪುರಂ ಸೇರಿದಂತೆ ಇತರ 1185 ಹೆಚ್ಚು ದೊಡ್ಡ ಸ್ಥಳಗಳಲ್ಲಿ ಮಂಗಳೂರಿನಲ್ಲಿ 2021ರಲ್ಲಿ ಅಂದರೆ 962 ಅಪಘಾತಗಳಲ್ಲಿ 116 ಮಂದಿ ಸಾವನ್ನಪ್ಪಿದರು. ಅಪಘಾತದ ಅಪಾಯವೇ ಅಪಘಾತಗಳಿಗೆ ಕಾರಣ. ಅಂದರೆ ಇದ್ದುಮಾನ್ಯ ಮತ್ತು ಸುರಕ್ಷಿತ ಉಪಯೋಗದ ಅಗತ್ಯವಿದೆ ಎಂದು ಸಾರ್ವಜನಿಕ ಸಂವೇದನೆ.

ವಿದ್ಯಾರ್ಥಿಗಳಿಗೆ ರಸ್ತೆ ಸುರಕ್ಷೆ ಜಾಗೃತಿ ಕೊಪ್ಪಡಿ

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Vartha Bharathi

ವಾರ್ತಾ ಭಾರತಿ

## ವಿದ್ಯಾರ್ಥಿಗಳಿಗೆ ರಸ್ತೆ ಸುರಕ್ಷತೆ, ವಾಹನ ಕಾಯ್ದೆ ಕೈಪಿಡಿ ಹಂಚಿಕೆ

ಮಂಗಳೂರು, ಡಿ.15: ರಸ್ತೆ ಸುರಕ್ಷತೆ ಮತ್ತು ವಾಹನ ಕಾಯ್ದೆ ಕೈಪಿಡಿ ಹಂಚಿಕೆ ಕಾರ್ಯಕ್ರಮವು ಮಂಗಳೂರಿನಲ್ಲಿ ಜರುಗಿತು. ಈ ಸಂದರ್ಭದಲ್ಲಿ ಡಿ.ಎ. ರಾಜೇಂದ್ರ ಕೆ.ವಿ. ಹೇಳಿದರು.



ಡಿ.ಎ.ರಾಜೇಂದ್ರ

ನಗರದ ಪಾಲಿಕೆ ಹೋಟೆಲ್‌ನಲ್ಲಿ ಇಂದು ಮಂಗಳೂರು ವಾಹನ ಕಾಯ್ದೆ ಮತ್ತು ಸುರಕ್ಷತೆ ಕುರಿತು ಬೋರ್ಡ್‌ನಲ್ಲಿ ಡಿ.ಎ. ರಾಜೇಂದ್ರ ಕೆ.ವಿ. ಹೇಳಿದರು. ಈ ಸಂದರ್ಭದಲ್ಲಿ ಡಿ.ಎ. ರಾಜೇಂದ್ರ ಕೆ.ವಿ. ಹೇಳಿದರು.

ಮಂಗಳೂರಿನಲ್ಲಿ ಬಹುತೇಕ ವಾಹನ ಸಂಚಾರಿಗಳು ವಾಹನಗಳಿಗೆ ಸ್ಪೆಕ್ಟ್ರಮ್ ಮೀಟರ್‌ಗಳನ್ನು ಹೊಂದಿರುವುದಿಲ್ಲ. ಇದರಿಂದ ವಾಹನಗಳಿಗೆ ಸುರಕ್ಷತೆ ಕುರಿತು ಅರಿವು ಹರಡುವುದಿಲ್ಲ. ಇದರಿಂದ ವಾಹನಗಳಿಗೆ ಸುರಕ್ಷತೆ ಕುರಿತು ಅರಿವು ಹರಡುವುದಿಲ್ಲ.

ರಸ್ತೆಗಳಲ್ಲಿ ಸುರಕ್ಷತೆ ಕುರಿತು ಅರಿವು ಹರಡುವುದಿಲ್ಲ. ಇದರಿಂದ ವಾಹನಗಳಿಗೆ ಸುರಕ್ಷತೆ ಕುರಿತು ಅರಿವು ಹರಡುವುದಿಲ್ಲ.

ಡಿ.ಎ. ರಾಜೇಂದ್ರ ಕೆ.ವಿ. ಹೇಳಿದರು. ಈ ಸಂದರ್ಭದಲ್ಲಿ ಡಿ.ಎ. ರಾಜೇಂದ್ರ ಕೆ.ವಿ. ಹೇಳಿದರು. ಈ ಸಂದರ್ಭದಲ್ಲಿ ಡಿ.ಎ. ರಾಜೇಂದ್ರ ಕೆ.ವಿ. ಹೇಳಿದರು.

ಬಳಿಕ ಡಿ.ಎ. ರಾಜೇಂದ್ರ ಕೆ.ವಿ. ಹೇಳಿದರು. ಈ ಸಂದರ್ಭದಲ್ಲಿ ಡಿ.ಎ. ರಾಜೇಂದ್ರ ಕೆ.ವಿ. ಹೇಳಿದರು.

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Vijaya Karnataka

## ಶಾಲೆಗಳಲ್ಲಿ ರಸ್ತೆ ನಿಯಮ ಪಾಠ: ಡಿ.ಎ.ಎ.

■ ವಿಕ ಸುದ್ದಿಲೋಕ ಮಂಗಳೂರು

ಜಿಲ್ಲಾ ರಸ್ತೆ ಸುರಕ್ಷಾ ಸಮಿತಿ ಮೂಲಕ ರಸ್ತೆ ಸಂಚಾರದ ಶಿಸ್ತು ಮತ್ತು ನಿಯಮಗಳ ಕುರಿತು ಪುಸ್ತಕವನ್ನು ಪ್ರಕಟಿಸಿ, ಪ್ರೌಢಶಾಲೆ ವಿದ್ಯಾರ್ಥಿಗಳಿಗೆ ವಿತರಣೆ ಮಾಡಲಾಗುವುದು ಎಂದು ದಕ ಜಿಲ್ಲಾಧಿಕಾರಿ ಡಾ.ರಾಜೇಂದ್ರ ಕೆ.ವಿ. ಹೇಳಿದರು.

ನಗರದ ಗೋಲ್ಡ್ ಫಿಂಚ್ ಹೋಟೆಲ್‌ನಲ್ಲಿ ಬುಧವಾರ ಪಬ್ಲಿಕ್ ಅಫೇರ್ಸ್ ಫೌಂಡೇಶನ್ ಮತ್ತು ಕನ್ಸೂಮರ್ ಯುನಿಟಿ ಆಂಡ್ ಟ್ರಸ್ಟ್ ಸೊಸೈಟಿ (ಕೆಟ್ಸ್ ಇಂಟರ್‌ನ್ಯಾಷನಲ್) ಆಯೋಜಿಸಿದ್ದ ಮೋಟಾರು ವಾಹನ ಕಾಯ್ದೆ-2019ರ ಪರಿಣಾಮಕಾರಿ ಅನುಷ್ಠಾನಕ್ಕಾಗಿ ಬೇಡಿಕೆ ಸೃಷ್ಟಿಸುವ ಕುರಿತು ನಡೆದ ವಿಭಾಗೀಯ ಮಟ್ಟದ ಸಮಾಲೋಚನಾ ಸಭೆಯನ್ನು ಉದ್ಘಾಟಿಸಿ ಅವರು ಮಾತನಾಡಿದರು.

ಮಾತನಾಡಿದರು.

ಜನವರಿ ತಿಂಗಳಲ್ಲಿ ಪುಸ್ತಕ ಬಿಡುಗಡೆ ಮಾಡಲಾಗುವುದು. ಶಾಲೆಗಳಲ್ಲಿ ಶಿಕ್ಷಕರು ವಿದ್ಯಾರ್ಥಿಗಳಿಗೆ ರಸ್ತೆ ಸಂಚಾರ ನಿಯಮಗಳ ಪಾಠ ಮಾಡಬೇಕು. ಇದರಿಂದ ರಸ್ತೆ ನಿಯಮ ಪಾಲಿಸಲು ಸಾಧ್ಯವಾಗಲಿದೆ. ಆ ಮೂಲಕ ಅಪಘಾತ ತಡೆಯಲು ದೊಡ್ಡ ಹೆಜ್ಜೆ ಇಟ್ಟಂತಾಗಲಿದೆ ಎಂದರು.

ಕೆಟ್ಸ್ ಇಂಟರ್‌ನ್ಯಾಷನಲ್ ನಿರ್ದೇಶಕ ಜಾರ್ಜ್ ಚೆರಿಯನ್ ಮಾತನಾಡಿ, ಹೊಸ ಕಾಯ್ದೆ ಬಂದ ನಂತರ ದಂಡ ವಿಧಿಸುವುದು ಹೆಚ್ಚಾಗಿದೆ. ಈ ಮಧ್ಯೆ, ಕೋವಿಡ್ ಬಂದಿದ್ದು, 2020ರಲ್ಲಿ ಅಪಘಾತಗಳ ಸಂಖ್ಯೆ ಕಡಿಮೆಯಾಗಿತ್ತು. ಈ ವರ್ಷ ಅಪಘಾತಗಳ ಗಂಭೀರತೆ ಮತ್ತೆ ಹೆಚ್ಚಾಗಿದ್ದು, ಸಾವಿನ ಸಂಖ್ಯೆ ಹೆಚ್ಚಾಗಿದೆ ಎಂದರು.

ದೇಶಕ್ಕೆ ಹೋಲಿಸಿದರೆ, ಕರ್ನಾಟಕ ರಾಜ್ಯವು ಅಪಘಾತಗಳು ಹಾಗೂ ಸಾವಿನ ಪ್ರಮಾಣದಲ್ಲಿ ನಾಲ್ಕನೇ ಸ್ಥಾನದಲ್ಲಿದೆ. ಇಲ್ಲಿ ಪಾದಚಾರಿಗಳು ಹೆಚ್ಚಿನ ಸಂಖ್ಯೆಯಲ್ಲಿ ಸಾಯುತ್ತಿದ್ದಾರೆ. ಮಂಗಳೂರಿನಲ್ಲಿ 2021ರಲ್ಲಿ 692 ಅಪಘಾತಗಳಲ್ಲಿ 160 ಮಂದಿ ಸಾವನ್ನಪ್ಪಿದ್ದು, ಹೆಚ್ಚಿನ ಅಪಘಾತಗಳು ಮಧ್ಯಾಹ್ನದ ನಂತರ ನಡೆದಿವೆ. ಬಹುತೇಕ ಮೃತರಲ್ಲೂ 25-45 ವರ್ಷ ಪ್ರಾಯದವರು. ನಗರದ 11 ಜಾಗಗಳಲ್ಲಿ ಶೇ.41ರಷ್ಟು ಅಪಘಾತ ನಡೆಯುತ್ತಿವೆ. ಈ ಅಧ್ಯಯನಗಳ ಹಿನ್ನೆಲೆಯಲ್ಲಿ ಸಂಚಾರಿ ನಿಯಮ ಪಾಲಿಸಬೇಕು ಎಂದರು.

ಪಬ್ಲಿಕ್ ಅಫೇರ್ಸ್ ಫೌಂಡೇಶನ್ ಕಾರ್ಯಕಾರಿ ನಿರ್ದೇಶಕಿ ಡಾ.ಅನ್ನಪೂರ್ಣ ಸ್ವಾಗತಿಸಿದರು.



## Mangalorean



'Behavioural Change is Required among Drivers  
& Pedestrians to Avoid Accidents'- DC Dr K V...  
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