



Report on

Divisional Level Consultation on Generating Demand for Effective Implementation of MVA, 2019

**Thursday, [March 10, 2022](#)
Kalaburagi**



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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.



Welcome and Introductory Address

The welcome address was presented by Dr. Annapoorna Ravichander, Executive Director PAF. She provided the agenda of the programme and welcomed the dignitaries. She emphasised the importance of the Motor Vehicles Act 2019 and reinforced that the onus falls on all the citizens to ensure road safety of ourselves and everyone around us. She suggested that it is important for stakeholders to work along with the government using effective data to bring about changes and remove implementational challenges.



Setting the Context

Mr. Satyapal Singh, Programme Officer, CUTS International set the context of the event. He mentioned that working with PAF enables CUTS to widen their coverage and events like this are important in order to create awareness on road safety issues. The MVA 2019 is an important focus area of CUTS, and he mentioned that the organisation has met more than 150 MPs to advocate for the amendment of the Motor Vehicles Act of 1988. Now both Motor Vehicles Act, 1988 and Motor Vehicle Rules, 1989 were amended entirely in the MVA Act, 2019 and its corresponding rules, 2020 and 2021. But there are still a lot of implementational challenges that enforcement officers have



to overcome. He emphasised that to bring together key stakeholders, develop a coordinated synergy among them to create a responsible road safety network. He quoted that India is the number one country in the world with the most number of road accidents deaths even though it consists of only 1% vehicles of the world. He said that this is an alarming number and to curb these efforts have to be taken to make sure implementational challenges are overcome. During 2020-21, 9760 people died in road accidents and 49252 road accident happened in the State of Karnataka wherein 405 died and 976 severely injured in the Kalaburagi district.



Address by Chief Guest

Mr. Yeshwanth V Gurukar, IAS, District Collector, Kalaburgi provided the Chief Guest's address. He gave a short address reinforcing why symposiums as this is very important to create awareness on issues like road safety as it focuses on bringing together stakeholders under the same roof to discuss pressing issues and challenges relating to transport management and road safety. He emphasised the amendments introduced under the MVA 2019 are very crucial and the implementation of these provisions should be executed diligently.



Keynote Address

Mr. N.V. Prasad, IAS, Regional Commissioner, Kalaburagi, gave the Keynote address. He mentioned that the 2019 amendment to the MVA



was very crucial and introduced changes of implementational and advisory nature. He mentioned that the new amendments have given more power to different stakeholders to impose strict penalties and take stringent actions. He added that the number of vehicles are increasing at an alarming rate, leading to overcrowding of cities leading to an increase in accidents. He added that the need to own one's own vehicle

should be rethought and people should start using public transport. For this to be encouraged, the government should focus on improving the public transport system by following the best practices of developed countries like the USA, Korea etc. where there should be a shift from profit orientation to service orientation. Like developed countries, we too need to start focussing on developing technologies to create a better road safety system. Therefore, these kinds of symposiums are important to create awareness and act as eye openers for the stakeholders.



Special Address

C. Mallikarjuna, Joint commissioner, Transport gave the special address. He strongly stated that by 2035, the vision of Union Transport Minister Nitin Gadkari of reducing accidents by 50% should be achieved. He

added that the new MVA Act 2019, pushes various stakeholders involved to come together and study the causes of accidents and identify methods to rectify them. Every city has a strong transport authority committee that constantly strives to achieve this. He added that the reduction in accidents will help the flourishing of the economy



as almost 9-10% of the country's GDP is hit due to the increased cost of road accidents. He mentioned that the central government established strategic pathways in 2018 to bring down the cost of transportation and the quantity of goods transported by road as almost 70% of FMCGs are transported by road as opposed to 20% by road and 4% by air. The strategic locations created by the central government in cities like Bangalore, Chennai etc. and other smaller logistic locations help in transportation of vehicles from one logistic location to another without any obstacles or hindrances as opposed to earlier when the process of transportation from one point to another was very cumbersome, was an imperative information imparted by him. He added that the new amendments has simplified a lot of these processes, for instance,

- issuance of national permit, license etc. have been made online;
- scrapping policies have been implemented where in vehicles that do not pass the tests of the Authorised Fitness Testing Centres can be weeded out;
- E-rickshaw services with zero taxes have been introduced;
- Penalties have been more stringent.

He added that to make all of this possible citizens should take responsibility in working along with the government to be able to create a seamless system of road safety.

Technical Session

Key risk factors responsible for accidents in India as given by the WHO was shared by Mr. Satyapal Singh. The main factors are over-speeding, not wearing a seatbelt and helmet, child restraint system which is new to India, driving under the influence and distracted driving. All these become



a major problem for the implementers of the Act as they are the major causes of road accidents.



An average increase of 1 km/hr can lead to an increase in risk of 3%. 72.4% injuries and 60% accidents due to road accidents are due to over-speeding and the data should be improved regularly to understand the change in numbers. Another risk factor is that, when the speed is high, carelessly pushing brakes along with not wearing seat belts can also lead to increased accidents.

Everyone in a vehicle, including the ones on the passengers' seats should wear seat belts and this can reduce accidents by 60%. Penalties charged for not wearing seat belts have changed and become more stringent. Child restraint systems can reduce deaths in children in the age of 1-4 by 52%. The most important protective gear is the helmet, non-users are susceptible to injuries by more than 3% of users.

Drinking and driving and distracted driving are two other major causes of road accidents. Having road safety month and other such initiatives should be followed nationwide and should trickle down to the grassroot levels. Different stakeholders should come together to work on road safety issues and there should not be any finger pointing amongst different stakeholders.

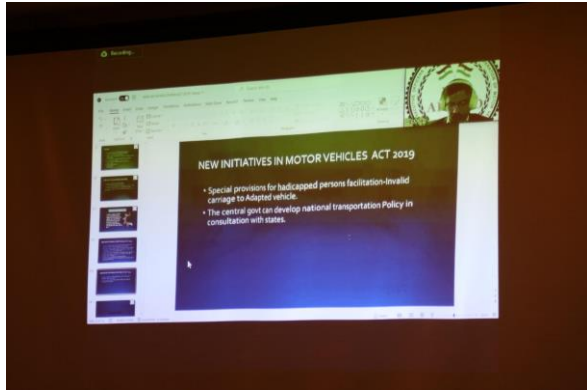
It's essential to constantly conduct meetings in different cities and states and awareness programmes along with government officials as it is being done in Rajasthan. This should be taken seriously in order to impart valuable information to the citizens to be able to maintain better road safety.

Panellist 1: New Initiatives in MVA Act 2019

Mr. Asfaq Ahamed, President, All India RTO federation addressed the gathering on the New Initiatives in the MVA Act 2019 virtually. He started by providing the chronology of the MVA Act and how the provisions have changed from 1939 to 2019. He mentioned that these new amendments are very comprehensive and progressive in nature. He mentioned that the whole licensing system has been made online and has been implemented by all the states throughout the country using an online portal called Sarthi. This includes issuance of learner's license, Driver's license, renewal of driver's license, issuance of duplicate license, international driving permit. He also added that a new provision for accredited driving training centres have been introduced under the Act which is yet to be implemented. He added that registration processes for vehicles have been



made online using a portal named “Vahan” along with transfer of ownership of vehicles, issuance of duplicate registration certificates, change of address etc.



He also touched upon the new fitness regime where in up to 8 years of the vehicle's age, 2 years of fitness check has to be done and post that it should be done once a year at an Authorised Fitness Testing centre with the help of sound technology which helps to validate the health of a vehicle on a real time basis.

He also mentioned about the changes in penalties for various

offences. In many cases the rise of penalties has been by 5-20%. Once when an offence is committed the data is directly fed into the DL portal sarthi and the fines are multiplied every subsequent time. He stated newer provisions have been included in the Act including penalties of offences committed by juveniles; there are provisions that have been introduced to protect the good Samaritans who help the victim in the first hour of the accident also known as the golden hour. In Karnataka, good Samaritans are awarded with 5000 Rs. for their service.

He also added new provisions like:

- With an annual payment of Rs 3L the vehicle can ply anywhere in the country by receiving an all India tourist permit – implemented;
- To reduce the burden of tax on employees who have offices in minimum of 4 states, for non-transport vehicles, they will only have to pay 2 years tax instead of life time tax as per the BH series;
- He also mentioned about the scrapping policy of the government;
- There are also special provisions that have been made for handicapped people which were not available earlier – like simplification of processes, change in terminology from invalid carriage to adapted vehicle etc.
- The central govt can develop a national transportation policy in consultation with various stakeholders – A lot of organisations like WRI, transportation engineers working on these issues to constantly overcome implementational challenges.

Panellist 2: Excessive Speeding and Drunken Driving

Sri Srinivasalu, DCP began his address on excessive speeding and drunken driving by providing a brief history of the MVA Act. He mentioned that the new amendment focuses more on road safety and computerisation and facilitation to end users and improvements that



should be made in public transportation. He spoke on the issue of excessive speeding and drunken driving from the point of view of Police officials and the issues they face on ground. He mentioned that

across the world, there are speed limits set for every different location, for instance in India, the speed limit for 4-wheelers on expressways is 120 Kms and 100 Kms on National Highways; similarly for 2-Wheelers it is set at 100 Kms on expressways and 80 Kms on National Highways. But he suggested that citizens do not necessarily follow this religiously



which leads to increased road accidents. He added that it is essential for road users to be aware of the sign boards and have thorough road knowledge in order to avoid road accidents. The reasons road accidents occur during the day and night are different, as shared by him. He said that day time offences occur when people do not plan their day ahead and lack time management, whereas night time offences are due to over speeding while being under the influence of alcohol. He added that factors like weather and behavioural changes also influence the speed of vehicles. He suggested that a GPS system like that found in countries abroad where the vehicle's speed limit changes based on the location it's travelling through is something that can be implemented in India. He mentioned that road design aids in maintaining speed limits and roundabouts need to be constructed as opposed to cross junctions. The lack of manpower is an issue that was mentioned by him which leads to enforcement difficulties of penalties and to keep traffic in check. This is when he called for citizens to make sure that they are constantly involved with other stakeholders to maintain road safety.



Recommendations

- Stakeholders should pool in their efforts and create a coordinated framework to ensure creating a responsible road safety network.
- As stakeholders, we need to shift our focus from a profit-oriented mindset to a service oriented one in order to ensure better road safety and traffic management.
- It is essential to learn from countries abroad about the different kinds of technologies used to develop road transport systems and strengthen public transportation systems to avoid overcrowding of individual vehicles.
- The central govt can develop a national transportation policy in consultation with various stakeholders – A lot of organisations like WRI, transportation engineers working on these issues to constantly overcome implementational challenges.
- The GPS system like that found in countries abroad where the vehicle's speed limit changes based on the location it's travelling through is something that can be implemented in India.
- Road design aids in maintaining speed limits and roundabouts need to be constructed as opposed to cross junctions.



Key facts and data mentioned by the Resource Persons:

- 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.
- 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.
- There has been a comprehensive list of changes in offences and penalties. In many cases the rise of penalties by 5-20%
- General provision for punishment of offences – First offence increased from 100-500 and for second offences – 300-1000
- Good Samaritans who help the victim in the first hour of the accident also known as the golden hour. In Karnataka, good Samaritans are awarded with 5000 Rs for their service done
- During 2021, 9760 people died on road and 49252 road accident happened
- In Kalburagi 405 died and 976 severely injured.



Suggestions from Participants

A small exercise was conducted (while waiting for a resource person). The participants were asked to write down one point that they felt could improve the enforcement of the MVA 2019. Following is a list of the suggestions:

1. Create awareness among the youths in School & Colleges
2. There should be a mandatory for every citizen
3. Youth under 18 should not be allowed to ride and there should be punishments in a manner that it creates fear among people
4. The pot holes on the roads need to be filled in proper time to avoid road accidents.
5. Illuminations tapes /ribbon's to be made compulsory for all vehicles,
6. Mass transport should be encouraged by Govt.
7. Enforcing staff like transport/police officials should increase
8. Public transport should be made available to all corners of state. This will be possible if Govt. supports public transport under taking like RTO's.
9. Traffic rules should be included in school syllabus as one of the subject.
10. Media should be used effectively to convey key messages on laws on traffic
11. Public should use Government Transport service and reduce the vehicles on road to reduce accidents.
12. Govt. Transport service always ensures that trained drivers are employed private operators should also do the same.
13. Such awareness programmes are needed to ensure that rules are followed by all stakeholders.
14. Halogen lamps should be banned
15. Install CCTV cameras and inform new recruits regarding the usage of the same.
16. Build super roads and allot place for parking vehicle.
17. Every Sunday, the police departments across the city should conduct awareness on traffic rules and traffic
18. Only by collecting penalties from the public is not sufficient, awareness should also be created.



Annexures

Annexure 1: Agenda

Divisional Level Consultation on Generating Demand for Effective Implementation of MVA, 2019		
Day & Date: Thursday, March 10, 2022		
Venue: Lumbini's Grand Hotel, Public Garden (near Rang Mandir, behind Center Kamat Hotel) Kalaburagi		
9.30-10.30 am Registration and Tea/Coffee		
9.30 -10.30 a.m.	Inaugural Session	
10.30-10.35 a.m.	Welcome and Introductory remarks	Dr. Annapoorna Ravichander, Executive Director, PAF
10.35 to 10.45 a.m.	Setting the Context	Sri. Satyapal Singh, Programme Officer, CUTS International
10.45 to 11.00 a.m.	Address by Chief Guest	Sri. Yeshwanth V Gurukar, IAS, District Collector, Kalaburagi
11.00 to 11.10 a.m.	Keynote Address	Dr. N.V. Prasad, IAS, Regional Commissioner, Kalaburagi
11.10 to 11.40 a.m.	Special Address	Sri. C. Mallikarjuna, Joint Commissioner, Transport
11.40 to 11.50 a.m.	Coffee/Tea Break	
11.50 a.m. onwards	Technical Discussions	
Technical Session 01: Key Risk Factors of Excessive Speed, Drink & Drive and Distracted Driving		
10 minutes	Introduction to the Technical Session	Sri. Satyapal Singh, Programme Officer, CUTS International
Panelist 1	New initiatives in MV Act 2019	Sri. Ashfaq Ahamed, President, All India RTO Federation
Panelist 2	Excessive Speed and Drunken Driving	Sri Srinivasulu, DCP
Panelist 3	Impact of infrastructure as a challenge	Shri Lokhande Snehal Sudhakar Commissioner
Panelist 4	Trauma care and medical attention during road accidents	Dr Mohammed Ibrahim Prof HOD Department of Orthopedic GIMS Gulbarga
Question and Answer		
Summing up, Key takeaways, Action points and Vote of thanks		Public Affairs Foundation
Lunch		



Annexure 2: Registration

Sl.No.	Name	Name of the Organisation
1	Kashinath	Prgnya Shikshan Seva Samiti, Kalaburagi
2	Gururaj K Joshi	NH & EE NH Division, Kalanuragi
3	Mala S.I Dannur	Nalkuchakra Charitable Trust ®, Kalaburagi
4	Mala Kuchakra	Nalkuchakra Charitable Trust ®, Kalaburagi
5	Mahipal	KKRTC C.O., Kalaburagi
6	Mastan Biradar	Sahava NGO, Kalaburagi
7	Vinya Katok R	Transport Department, RTO, Raichur
8	Satish	Prajavani, Kalaburagi
9	Savita Shetty	NEKRTC, KLB Division
10	Ishwar Hosamani	KKAM, Kalaburagi
11	Satyapal Singh	CUTS International, Jaipur
12	Prem Singh	PWD,PWD Bhavan, Kalaburagi
13	Sri Gowari Talihal	Siddhartha Law College
14	Nameera	Siddhartha Law College
15	Ladlemashhkh	Siddhartha Law College
16	Sachin	Siddhartha Law College
17	Ravindra K B	KKRTC, Kalaburagi
18	Ashok Kumar G.	Depot. Manager, Kalaburagi Depot -2
19	Santosh Kumaar	C.T.M. KKRTC, Kalaburagi
20	Jishal Pujari	Siddhartha Law College
21	Ganesh A.K.	Siddhartha Law College
22	Bheemaraya	RTO, Kalaburagi
23	Ratan Kumar	F.D.A. RTO, Kalaburagi
24	Ramesh S Pujari	Brilliant Fire & Safety Insulation, Gulbarga
25	Ravindra Kumar	RTO Kalaburagi KKRTC Division
26	Shaik Hussain	KKRTC,KLB-2 Division
27	M A Javeed	KKRTC Central Officer
28	Preeti A Kale	KKRTC Kalburagi
29	Vasant. C	RTO, Hospet
30	Sunil Hadapad	SLC College, Kalaburagi
31	Noor Mohammed	DC, Transport, Gulbarga
32	Nagendrappa Bulla	Arunodya Grameena Abhivrudhi Mattu Sikshana
33	J.M. Faiz	Dy. Chief Traffic Manager, KKRTC, Kalaburagi
34	S. G. Gangadhar	KKRTC, Kalaburagi
35	Ramkrishna B	The New Indian Express
36	Sharadadevi	DTO, KKRTC
37	Smyakant Jamadev	Vijaya Karnataka



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38	Suresh D M	K. Sandhyakala
39	Yeshwant V Gurukar	District Collector, Kalaburagi
40	Dr. N.V. Prasad, IAS	Regional Commissioner, Kalaburagi
41	C. Malikarjuna	Joint Commissioner, Kalaburagi
42	Ashfaw Adamed	President, All India RTO Federation
43	Dr. Annapoorna	PAC, Bangalore
44	Srinivasalu	DCP
45	Muthu Krishna	PAC, Bangalore
46	D. Mohammed Ibrahim	Gulbarga Institute of Medical Science, Kalaburagi
47	Dr. A.S. Rudrawadi	Dist Surgeon & Superintendent, GIMS District Hospital
48	Sri S Bivade	Gulbarga
49	P Indira	PAF, Bangalore



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Annexure 3: Photographs





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Annexure 4: Media Coverage

1. Indian Express

THE NEW INDIAN EXPRESS
02 KALABURAGI
FRIDAY 11.03.2022

KALABURAGI

SSLC EXAMS

1.98L students to appear in KKR

Various initiatives are taken up in each of the six districts in the region to improve results; the exams will start from March 28, say sources

RAMKRISHNA BADESHI
@Kalaburagi

WITH barely 18 days left for SSLC Examinations to start from March 28, a total of 1.98 lakh students of Kalyana Karnataka Region comprising Bidar, Kalaburagi, Yadgir, Raichur, Koppal and undivided Ballari districts are set to appear for the same. Last year 1.69 lakh students had appeared for the examinations.

Sources told Express "the department of public instructions which has launched a phone-in programme for the students appearing for examinations from Kalaburagi from February 15 will continue the initiative up to March 15. As per the internal survey, the students benefitted much from the phone-in programme of daily one-and-a-half hours duration from 7 PM to 8.30 PM. Besides, the head masters of high schools in the district to pass on the skills to the students to improve the results".

In Yadgir, apart from Phone-in programme, various other initiatives like online coaching, parents meeting and subject-wise quiz programmes were conducted to prepare the students for the exams.

In Koppal, the online quiz was conducted on Google forum on Sundays and teachers visited the houses of those students and interacted with the students and their parents to improve the results.

Programmes were organised to get rid of examination fear among the students in Raichur apart from holding smart classes. In the last few weeks, seminars were held during day time and students were encouraged to conduct group studies during evening hours.

A meeting of the school head masters at taluk level was convened in Bidar on March 5 to guide them on improvement in SSLC results of their schools.

In Ballari district a special action plan of 50 days was launched to guide the students on adapting to proper way to study to score good marks in the exams. Regular meetings of high school head masters and SDMC members were also held for this purpose, the sources added.

DISTRICT WISE STATISTICS

Name of district	Number of schools	Number of students appearing for exams in 2021-22	Number of students appeared for exams in 2020-21
Yadgir	244	18,658	14,060
Kalaburagi	810	46,662	45,360
Koppal	319	25,481	20,696
Raichur	454	31,899	26,605
Bidar	556	29,778	23,896
Ballari	626	46,474	39,099
Total	3,009	1,98,952	1,69,716

'Changes to MV Act gives more teeth'

EXPRESS NEWS SERVICE
@Kalaburagi

"VARIOUS stakeholders have been vested with more powers to penalise the offenders after the new amendments were made to Motor Vehicle Act 2019", said Regional Commissioner N V Prasad here on Thursday.

Delivering keynote address at the Divisional Level Consultation on generating demand for effective implementation of MVA-2019, regional commissioner pointed that "with the amendments stakeholders can impose more penalties and take stringent actions upon the violation of the Act".

The density of vehicles is increasing at an alarming rate, leading to overcrowding of cities and increase in accidents. The desire to own the vehicle should be rethought and people should instead opt for public transport. For this to be encouraged, the government should focus on improving the public transport system by following the best practices of developed countries like USA, Korea etc., DC Yeshwant Gurkar said "the amendments are very crucial and the implementation of these provisions should be executed diligently".

In her welcome address Annapoorna Ravichander, Executive Director of PAF read out the agenda. She emphasised the importance of Motor Vehicles Act 2019 and reinforced that the onus is on all the citizens to ensure road safety of ourselves and everyone around us. She suggested that it is important for stakeholders to work along with the government using effective data to bring in changes and remove challenges towards the implementation.

Satyapal Singh, Programme Officer, CUTS was present.

Back for students

MARUTI BAVIDODD

"WE all were school medical student Madake recount turning from w Speaking during administration here, the student called the trait and how they Amit Siran Kharkiv cities natives at a 12 hours in mil Shashank D had similar they landed Vaishna from Haw by Russia While ministr who rett The p and stat They Tahsil lentless

ARIES (Mar 21 - Mar 21)
TAURUS (Mar 21 - Mar 21)
GEMINI (Mar 22 - June 21)
CANCER (June 22 - July 23)
LEO (July 24 - Aug 23)

2. Prajavani



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ಪ್ರಜಾವಾಣಿ

ಮೋಟಾರು ವಾಹನ ಕಾಯ್ದೆ 2019 ಕುರಿತು ಸಂವಾದ ಕಾರ್ಯಕ್ರಮ

ಸಂಚಾರ ನಿಯಮ; ಹೆಚ್ಚಿನ ಜಾಗೃತಿ ಅಗತ್ಯ

ಪ್ರಜಾವಾಣಿ ವಾರ್ತೆ

ಕಲಬುರಗಿ: ಸಂಚಾರ ನಿಯಮಗಳ ಜಾಲನೆ ಕುರಿತು ಹೆಚ್ಚಿನ ಜಾಗೃತಿ ಮೂಡಿಸಬೇಕಾದ ಅಗತ್ಯ ಇದೆ ಎಂದು ಪ್ರಾದೇಶಿಕ ಆಯುಕ್ತ ಡಾ.ಎನ್. ವಿ.ಪ್ರಸಾದ್ ಹೇಳಿದರು.

ಪಬ್ಲಿಕ್ ಅಫೇರ್ಸ್ ಫೌಂಡೇಶನ್ (ಪಿಎಫ್) ಮತ್ತು ಕನ್ನಡಮಾನ್ಯ ಯುನಿಟಿ ಆಂಡ್ ಟ್ರಸ್ಟ್ ಸೊಸೈಟಿ (ಸಿಯುಟಿಎಸ್) ವತಿಯಿಂದ ಮೋಟಾರು ವಾಹನ ಕಾಯ್ದೆ 2019ರ ಕುರಿತು ನಗರದಲ್ಲಿ ಗುರುವಾರ ಬರ್ಪಡಿಸಿದ್ದ ಕಾರ್ಯಕ್ರಮದಲ್ಲಿ ಅವರು ಮಾತನಾಡಿದರು.

'ನಾನು ಈ ಹಿಂದೆ ಇಲ್ಲಿ ಜಿಲ್ಲಾಧಿಕಾರಿಯಾಗಿದ್ದಾಗ ಇಷ್ಟು ವಾಹನಗಳು ಮತ್ತು ದಟ್ಟಣೆ ಇರಲಿಲ್ಲ. ಈಗ ವಾಹನಗಳ ಸಂಖ್ಯೆ ಹೆಚ್ಚಿದೆ. ಅಲ್ಲದೆ, ಸಂಚಾರ ನಿಯಮಗಳು ಸಮರ್ಪಕವಾಗಿ ಜಾಲನೆ ಆಗುತ್ತಿಲ್ಲ. ಇದರಿಂದ ಅಪಘಾತಗಳ ಸಂಖ್ಯೆಯೂ ಹೆಚ್ಚುತ್ತಿದೆ' ಎಂದರು.

ಇಂಗ್ಲಿಷ್, ಅಸ್ಸೆಲಿಯಾ

ಸೇರಿದಂತೆ ಇನ್ನಿತರ ಮುಂದುವರಿದ ದೇಶಗಳಲ್ಲಿ ಸಾರ್ವಜನಿಕ ಸಾರಿಗೆ ವ್ಯವಸ್ಥೆಯನ್ನು ಸೇವೆಯ ಉದ್ದೇಶದಿಂದ ಅಭಿವೃದ್ಧಿಪಡಿಸಲಾಗಿದೆ. ನಮ್ಮ ದೇಶದಲ್ಲಿ ಇದು ಅದಾಯ ತರುವ ಕ್ಷೇತ್ರವಾಗಿದೆ. ಆದಾಯದ ಬಡಿಗೆ ಪ್ರಯಾಣಿಕರ ಸುರಕ್ಷತೆಗೂ ಅದಕ್ಕೆ ನೀಡಬೇಕು ಎಂದು ಹೇಳಿದರು.

ಬೆಂಗಳೂರಿನಲ್ಲಿ 2025ರ ವೇಳೆಗೆ ಅಲ್ಲಿನ ಜನಸಂಖ್ಯೆಯಷ್ಟೇ ವಾಹನಗಳ ಸಂಖ್ಯೆಯೂ ಹೆಚ್ಚಲಿದೆ ಎಂದು ಅಂದಾಜಿಸಲಾಗಿದೆ. ಇದಕ್ಕೆ ಎಲ್ಲರೂ ಖಾಸಗಿ ವಾಹನಗಳನ್ನು ಅ ವ ಲ ಂ ಬಿ ಸು ತ್ತಿ ರು ವು ದೇ ಕಾರಣ. ಇಷ್ಟು ಪ್ರಮಾಣದ ವಾಹನಗಳು ರಸ್ತೆಗಿಳಿದರೆ ದಟ್ಟಣೆ ಹೆಚ್ಚುತ್ತದೆ. ಹೀಗಾಗಿ ಸಾರ್ವಜನಿಕ ಸಾರಿಗೆ ಬಳಸಲು ಉತ್ತೇಜನ ನೀಡಬೇಕು ಎಂದರು.

ಸಾರಿಗೆ ಇಲಾಖೆಯ ಬಂಟಿ ಆಯುಕ್ತ ಸಿ.ಮಲ್ಲಿಕಾರ್ಜುನ ಮಾತನಾಡಿ, 2025ರ ವೇಳೆಗೆ ಅಪಘಾತಗಳ ಸಂಖ್ಯೆಯನ್ನು ಶೇ 50ರಷ್ಟು ಕಡಿಮೆ ಮಾಡುವ ಉದ್ದೇಶವನ್ನು ಕೇಂದ್ರ



ಮೋಟಾರು ವಾಹನ ಕಾಯ್ದೆ ಬಗ್ಗೆ ಹೆಚ್ಚು ಜಾಗೃತಿ ಮೂಡಿಸಬೇಕು. ಅಲ್ಲದೆ, ಸಂಘ ಸಂಸ್ಥೆಗಳನ್ನೂ ಇದರಲ್ಲಿ ತೊಡಗಿಸಿಕೊಂಡು ಈ ಬಗ್ಗೆ ಮಾಹಿತಿ ನೀಡಬೇಕು. ಆಗ ಅಪಘಾತಗಳನ್ನು ಕಡಿಮೆ ಮಾಡಬಹುದು

ಯಶವಂತ್ ಗುರುಕರ್, ಬೆಲ್ಲಾರಿಹರಿ

ರಸ್ತೆ ಸಾರಿಗೆ ಮತ್ತು ಹೆದ್ದಾರಿ ಸಚಿವಾಲಯವು ಹೊಂದಿದೆ. ಇದಕ್ಕೆ ಲೋಕೋಪಯೋಗಿ, ಶಿಕ್ಷಣ, ರಾಷ್ಟ್ರೀಯ ಹೆದ್ದಾರಿ, ಪ್ರೊಲೀಸ್ ಇಲಾಖೆಗಳೂ ಇದಕ್ಕೆ ಜವಾಬ್ದಾರಿ ತೆಗೆದುಕೊಳ್ಳಬೇಕು ಎಂದು ಹೇಳಿದರು. ಕನ್ನಡಮಾನ್ಯ ಯುನಿಟಿ ಆಂಡ್ ಟ್ರಸ್ಟ್ ಸೊಸೈಟಿಯ ಕಾರ್ಯಕ್ರಮ ಅಧಿಕಾರಿ ಸತ್ಯಪಾಲ್ ಸಿಂಗ್ ಮಾತನಾಡಿ, ದೇಶದಲ್ಲಿ ಶೇ 60ರಷ್ಟು ರಸ್ತೆ ದೇಶದಲ್ಲಿ ಶೇ 49.252 ರಸ್ತೆ ಅಪಘಾತಗಳು ಸಂಭವಿಸಿವೆ. ಅದರಲ್ಲಿ 9,760 ಜನರು ಮೃತಪಟ್ಟಿದ್ದಾರೆ. ಕಲಬುರಗಿಯಲ್ಲಿ 2000ಕ್ಕೂ ಹೆಚ್ಚು



ಕಲಬುರಗಿಯಲ್ಲಿ ಗುರುವಾರ ಮೋಟಾರು ವಾಹನ ಕಾಯ್ದೆ 2019 ಕುರಿತು ಬರ್ಪಡಿಸಿದ್ದ ಸಂವಾದ ಕಾರ್ಯಕ್ರಮದಲ್ಲಿ ಪ್ರಾದೇಶಿಕ ಆಯುಕ್ತ ಡಾ.ಎನ್. ವಿ.ಪ್ರಸಾದ್ ಮಾತನಾಡಿದರು

ಅಪಘಾತಗಳು ಸಂಭವಿಸಿದ್ದು, 405 ಜನ ಮೃತಪಟ್ಟಿದ್ದಾರೆ. 976 ಜನ ಗಾಯಗೊಂಡಿದ್ದಾರೆ ಎಂದರು. ಪಬ್ಲಿಕ್ ಅಫೇರ್ಸ್ ಫೌಂಡೇಶನ್ ಕಾರ್ಯನಿರ್ವಾಹಕ ನಿರ್ದೇಶಕಿ ಡಾ.ಅನ್ನಪೂರ್ಣ ರವಿಚಂದ್ರ, ತರಬೇತಿ ಸಂಯೋಜಕರಾದ ಇಂದಿರಾ ರಾಮಮೂರ್ತಿ, ಮುತ್ತು ಇದ್ದರು.

3. Prajavani

ಮೊಟಾರು ವಾಹನ ಕಾಯ್ದೆ 2019ರ ಕುರಿತು ಸಂವಾದ ಕಾರ್ಯಕ್ರಮದಲ್ಲಿ ಪ್ರಮುಖರು ಪಾಲ್ಗೊಂಡಿದ್ದರು. ಇಂಗ್ಲಿಷ್, ಅಸ್ಸೆಲಿಯಾ, ಲಂಡನ್, ಯುಎಸ್ ಸೇರಿ ಹಲವು ದೇಶಗಳಲ್ಲಿ ಜನರು ಅತಿ ಹೆಚ್ಚಾಗಿ ಸಾರ್ವಜನಿಕ ಸಾರಿಗೆ ಬಳಕೆ ಮಾಡುತ್ತಾರೆ. ಇದರಿಂದ ದೇಶ ಆರ್ಥಿಕ ಮಿತವ್ಯಯ ಸಾಧಿಸಿದಂತಾಗುತ್ತದೆ. ಅದೂ ಅಲ್ಲದೆ, ರಸ್ತೆಗಳಲ್ಲಿನ ಅಪಘಾತಗಳು, ಗಣನೀಯವಾಗಿ ಇಳಿಕೆ ದಾಖಲಾಗುತ್ತದೆ.

- ಡಾ. ಎನ್. ವಿ. ಪ್ರಸಾದ್
ಪ್ರಾದೇಶಿಕ ಆಯುಕ್ತರು

ಮಾಡಲಾಗುತ್ತದೆ. ಕಾಯ್ದೆ ಫಲಾನುಭವಿಗಳು ಭದ್ರವಾದ ಯುಎಪಿ ಸೇವೆಯೇ ಆಗಿರುವುದರಿಂದ ಕಾಲೇಜು ಗಳಲ್ಲೂ ನಾವು ಸಮಾಲೋಚನೆ ಮಾಡು ತ್ತೇವೆ ಎಂದರು. ಸತ್ಯಪಾಲ್ ಸಿಂಗ್, ಅಶ್ವಾತ್ ಅನ್ನಪೂರ್ಣ ರವಿಚಂದ್ರ ಪ್ರಸ್ತಾವನೆ ಮಾಡಿದಾಡಿ, 2019ರ ಮೋಟಾರು ವಾಹನಕಾಯ್ದೆಪರಿಣಾಮಕಾರಿಯಾಗಿ ರಾಜ್ಯದಲ್ಲಿ ಜಾರಿಗೆ ತರುವ ನಿಟ್ಟಿನಲ್ಲಿ ಹಲವು ಇಲಾಖೆಯ ಅಧಿಕಾರಿಗಳು, ಶಿಕ್ಷಣ ತಜ್ಞರು ಮತ್ತು ಮಕ್ಕಳ ಪಾಲಕರೊಂದಿಗೆ ಸಮಾಲೋಚನೆ

ಕ್ರಮಗಳನ್ನುಬೇಕು ಎಂದರು. ಸಾರಿಗೆ ಇಲಾಖೆಯ ಬಂಟಿ ಕೆಮಿಷನರ್ ಸಿ. ಮಲ್ಲಿಕಾರ್ಜುನ ಮಾತನಾಡಿದರು. ಪಬ್ಲಿಕ್ ಅಫೇರ್ಸ್ ಫೌಂಡೇಶನ್ ಕಾರ್ಯನಿರ್ವಾಹಕ ನಿರ್ದೇಶಕಿ ಡಾ. ಅನ್ನಪೂರ್ಣ ರವಿಚಂದ್ರ ಪ್ರಸ್ತಾವನೆ ಮಾಡಿದಾಡಿ, 2019ರ ಮೋಟಾರು ವಾಹನಕಾಯ್ದೆಪರಿಣಾಮಕಾರಿಯಾಗಿ ರಾಜ್ಯದಲ್ಲಿ ಜಾರಿಗೆ ತರುವ ನಿಟ್ಟಿನಲ್ಲಿ ಹಲವು ಇಲಾಖೆಯ ಅಧಿಕಾರಿಗಳು, ಶಿಕ್ಷಣ ತಜ್ಞರು ಮತ್ತು ಮಕ್ಕಳ ಪಾಲಕರೊಂದಿಗೆ ಸಮಾಲೋಚನೆ

ಮಾಡಲಾಗುತ್ತದೆ. ಕಾಯ್ದೆ ಫಲಾನುಭವಿಗಳು ಭದ್ರವಾದ ಯುಎಪಿ ಸೇವೆಯೇ ಆಗಿರುವುದರಿಂದ ಕಾಲೇಜು ಗಳಲ್ಲೂ ನಾವು ಸಮಾಲೋಚನೆ ಮಾಡು ತ್ತೇವೆ ಎಂದರು. ಸತ್ಯಪಾಲ್ ಸಿಂಗ್, ಅಶ್ವಾತ್ ಅನ್ನಪೂರ್ಣ ರವಿಚಂದ್ರ ಪ್ರಸ್ತಾವನೆ ಮಾಡಿದಾಡಿ, 2019ರ ಮೋಟಾರು ವಾಹನಕಾಯ್ದೆಪರಿಣಾಮಕಾರಿಯಾಗಿ ರಾಜ್ಯದಲ್ಲಿ ಜಾರಿಗೆ ತರುವ ನಿಟ್ಟಿನಲ್ಲಿ ಹಲವು ಇಲಾಖೆಯ ಅಧಿಕಾರಿಗಳು, ಶಿಕ್ಷಣ ತಜ್ಞರು ಮತ್ತು ಮಕ್ಕಳ ಪಾಲಕರೊಂದಿಗೆ ಸಮಾಲೋಚನೆ

ಮಾಡಲಾಗುತ್ತದೆ. ಕಾಯ್ದೆ ಫಲಾನುಭವಿಗಳು ಭದ್ರವಾದ ಯುಎಪಿ ಸೇವೆಯೇ ಆಗಿರುವುದರಿಂದ ಕಾಲೇಜು ಗಳಲ್ಲೂ ನಾವು ಸಮಾಲೋಚನೆ ಮಾಡು ತ್ತೇವೆ ಎಂದರು. ಸತ್ಯಪಾಲ್ ಸಿಂಗ್, ಅಶ್ವಾತ್ ಅನ್ನಪೂರ್ಣ ರವಿಚಂದ್ರ ಪ್ರಸ್ತಾವನೆ ಮಾಡಿದಾಡಿ, 2019ರ ಮೋಟಾರು ವಾಹನಕಾಯ್ದೆಪರಿಣಾಮಕಾರಿಯಾಗಿ ರಾಜ್ಯದಲ್ಲಿ ಜಾರಿಗೆ ತರುವ ನಿಟ್ಟಿನಲ್ಲಿ ಹಲವು ಇಲಾಖೆಯ ಅಧಿಕಾರಿಗಳು, ಶಿಕ್ಷಣ ತಜ್ಞರು ಮತ್ತು ಮಕ್ಕಳ ಪಾಲಕರೊಂದಿಗೆ ಸಮಾಲೋಚನೆ



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