



Report on

Consultation with Enforcement Officials on MVA Act, 2019; Challenges and Way Forward

**Friday, March 25, 2022,
Belagavi**





Table of Contents

Background.....	3
Welcome Address.....	4
Setting the Context.....	4
Technical Session I – Key Risk factors of excessive speed, drink and drive and distracted driving.....	5
Panellist 1 - Effective speed management.....	5
Panellist 2 - Trauma needs and care.....	6
Panellist 3 – Initiatives in the MVA Act 2019	7
Technical Session II – Key Risk Factors of Not Wearing Helmets, Seat Belts and Child Restraint System.....	8
Policing and Traffic Management.....	8
Special Address.....	9
Address by Dr. M.B Boralingaiah	10
Pledge	11
Recommendations.....	12
Key Facts and Data	13
Annexures	14
Annexure 1- Select Photographs	14
Annexure 2 – Concept Note and Agenda	18
Annexure 3 – List of Participants.....	20
Annexure 4 – Press Mentions	22



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 25th of March, 2022, 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 Address

Dr. Annapoorna Ravichander, Executive Director, Public Affairs Foundation welcomed the dignitaries and introduced the event to everyone gathered. She emphasised the need for social accountability and stated the importance of awareness meetings as this, as it is imperative for all citizens to take ownership of their actions and be responsible while being on road.



Setting the Context

Mr. Madhu Sudan Sharma, Senior Programme Officer, CUTS International began his address by citing the number of accidents and the mishaps that occur on our Indian roads, especially in Karnataka with the total number of road accidents being 40658 in 2019, out of which there were 10000 deaths. He stated that to know the extent of the problem of unsafe roads, it is important for everyone to understand global and national data on the same.



He mentioned that Karnataka has been ranked number 4th as having unsafe roads in India, which leads to Karnataka having around 7.4% of road accidents in the country. He mentioned that the cost of road accidents produces a loss of 3.5% to the GDP of Indian economy which is almost half of the income generated which is estimated to be 6.11%. He stated that to curb this loss and to focus on road safety, road safety agencies in every state should become more vigilant; best

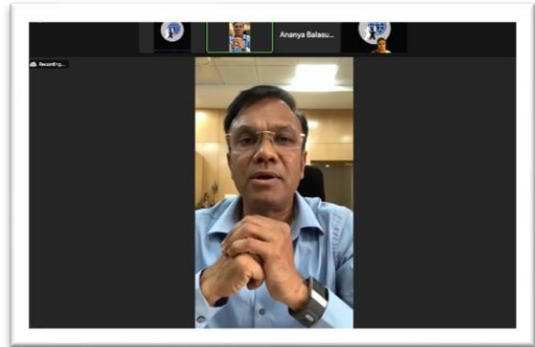
practices of states should be replicated in other states. For example, Karnataka has a Karnataka Road Safety Authority which can be emulated in other states. He mentioned that change should begin from the grassroot level for which District Road safety Committee has to be made functional in every district and stakeholders should demand for more funds and action at the district level. He also mentioned that road safety committee has to work with youths and increase education amongst them, so that underage driving can be curbed. He also touched upon the 5 key risk factors and how the MVA 2019's rules and notifications have to be made aware.



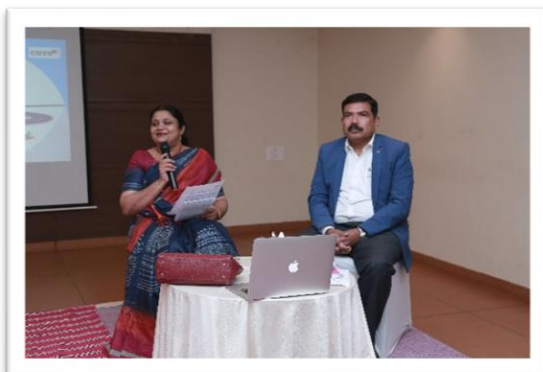
Capacity Building Workshop on Effective Management of Key Risk Factors Through Effective Enforcement

Address by Chief Guest

Sri. Rajendra Kataria, IAS, Principal Secretary, Transport Department, Govt. of Karnataka, honoured the event and shared his thoughts on the implementation challenges of the MVA 2019. He highlighted the need for enforcement officials to be made aware of rules and notifications of the Act. He stated that for road safety to become a reality, road user culture should be targeted and the road users should focus on behavioural changes and being responsible citizens on the road. He added that road users, law makers and law enforcers should work together to maintain road safety and management.



Technical Session I – Key Risk factors of excessive speed, drink and drive and distracted driving



This session was kickstarted by M. Shoba Joint Commissioner Transport. She identified that poor quality roads and lack of institutional capacity to control roads are leading to the crisis of road safety issues. She said that the Indian roads are very unique and as it sees a heterogenous mix of vehicles and pedestrians, which requires a very special form of management. With this she passed the mic to the first speaker, Shivanand B Magadum, Regional Road Transport Officer.

Panellist 1 - Effective speed management

Shivanand B Magadum began his address with the need for execution and application of knowledge people have about over speeding and its consequences. He defined speeding as exceeding the stated speed limits and knowingly breaking road safety conditions. He highlighted that if a vehicle exceeds speed limit, there will be a greater potential for loss of vehicle control due to lack of clarity of vision, despite the usage of protective equipment like helmets. He stated that over the last 10 years, speeding has been noted as the number 1 cause of almost 1/3rd of road accidents in India.

He highlighted few recommendations to be considered:



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1. Formulation of a comprehensive speed management policy
2. Planning and identifying long range plans for pedestrians and bicycle riders
3. Coordination among traffic engineers, road way designers and law enforcement officials to identify speed related needs and solutions
4. Advisory speed limit signs, radar cameras on roads are essential and should be brought in
5. Ensuring posted speed limits are appropriate
6. Engineering staff with appropriate education to advise road authorities on speed limits
7. Setting speed limits and speed relating operations and safety needs should be implemented
8. Preview information for drivers to manage traffic efficiently
9. Active traffic management, highway advisory radios, parallel de-routing comm to travellers, road weather info, traffic delays and detectors etc. should be introduced



He ended his address by stating that safety cannot be substituted for mobility which makes speed management a very important issue of concern.

M. Shoba, the moderator of the session, added that without effective enforcement changes cannot be made and local authorities should be notified about the speed limits for different roads which has to be imparted to citizens. She mentioned about the Safe Corridor Demonstration Programme in Belgaum, which has reduced road accidents by 50% in Belgaum. She also highlighted the need for electronic monitoring system which will substantially improve road safety by relating it to the Integrated Road Accident Database which notifies stakeholders in case of any accident which will help reduce future accidents by understanding the different kind of accidents.

Panellist 2 - Trauma needs and care

Dr. Pushpa addressed the gathering on the trauma care for road accident victims. She highlighted different kinds of accidents and stated that these different kinds require different care needs. She mentioned that it is important to know the course of impact in trauma care and it is important for doctors to be aware of the type of vehicle that has been involved in the accidents, if the driver and passengers have consumed any intoxicating substances. She





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mentioned that this follows with a head-to-toe analysis (i.e.) head injuries are treated first, so on and so forth. She stated that the accidents on intracity roads and highways differ in intensity and fatalities and stated few examples of the same. She added that it's not just speeding that lead to accidents, other components combined with speeding are responsible for injuries on the road, like distracted driving and drunk and driving. She stated that without behavioural changes, accidents cannot be controlled and reduced, for which she emphasised the need to bring in strict regulations to curb distracted driving. She ended her address by highlighting the need to strengthen post-accident care apart from just focussing on preventive measures. She also mentioned that every road transport official and traffic police officers to be provided with first aid kits. While responding the queries from the participants, she spoke about the importance of the Golden Hour and Good Samaritans and mentioned that the probability of losing a life is less if the accident victims are brought to the trauma care facilities at the earliest. She also suggested to train people as first responders and help the accident victims when they are need of help.

Panellist 3 – Initiatives in the MVA Act 2019

Mr. Asfaq Ahamed, President, All India RTO federation addressed the gathering on the New Initiatives in the MVA Act 2019. 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 process for vehicles have been made online using a portal named "Vahan" along with transfer of ownership of vehicles, issuance of duplicate registration certificate, 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 have 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





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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 done.

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.

Technical Session II – Key Risk Factors of Not Wearing Helmets, Seat Belts and Child Restraint System

Policing and Traffic Management

SP Sneha, Deputy Commissioner of Police spoke on the importance of usage of helmets and why it is an important part of traffic enforcement. She mentioned that



the major population of road accident deaths are the middle income and poor population and of the age group of 18-25. She mentioned that 1.2 million road accident-related deaths occur in the country and identified factors such as poorly educated road users, road vehicles, road conditions, road designs and environmental factors as the reasons for these accidents. She discussed the 4 Es of road safety - Engineering, Enforcement, Education, Emergency Response -and mentioned that these have to

imparted in schools. She stated that Wearing helmets reduces injuries by 69% and deaths by 49%. She added that helmets should be ISI certified, in order to act as a appropriate protective gear. She further added that lots of surveillance camera are being fixed on various places of the city and she shown the pictures that how commuters are wearing their helmets in front of camera and just take that out as soon as they pass it off. She also shared her experiences of the type of responses she got from the traffic violators especially helmet, seatbelts and jumping traffic lights.



Special Address

Sri. Amlan Aditya Biswas, IAS, Regional Commissioner, Belagavi addressed the gathering on certain key aspects of the MVA 2019. He provided a broad structure of the MVA which includes - Licensing, Registration, Permit and usage, Special provisions (SRTCs), construction of vehicles, traffic control, international movement, fines and penalties. He discussed about the changes in penalties imposed on failure in manufacturing of vehicles and on road rule violators, insurance related changes that have been made to the Act and the Good Samaritan compensation and golden hour rule mentioned in the act. He added that the Act has undergone around 49% of amendment and shared few issues relating to the amendments and recommendations to improve them:

- National Integration of motor vehicles license plate to remove language barriers across states
- Road signs in 3 different languages especially in border areas
- He raised a pertinent question on the need to produce data on why different kinds of accidents occur in certain spots
- He added the lack of real time incident reporting which stretches the golden hour treatment which has to be rectified to improve care
- Blind spot removal mechanism should be implemented throughout the country
- areas
- Identify spots of accidents and train people to respond to provide care for the victims and not expect good Samaritans to do good due to their inherent goodness
- Crash horn system in blind spots and other accident spots
- Lighting in accident spots after identifying them
- Some kind of safety device for children and other vulnerable groups on the road to be used in times of adversity
- Urban and rural planning should be well integrated and there should be systematic zoning of roads
- Multiple points to allow people to get into different zones
- Golden hour management with special funds
- Development of an app which is a combination of google maps and 911
- The need to make the Act systemic and multidisciplinary and appropriate legal framework
- Proper road signage





Address by Dr. M.B Boralingaiah

He touched upon the need to improve enforcement and how different enforcers should work together to be able to make road safety a reality and to overcome enforcement related challenges. He identified road related accidents as an ever-continuing pandemic that has to be curbed and the first step to which is the behavioural change amongst road users.



Dr. Boralingaiah said that he being a medical doctor, understands the intricacies related to road accidents, trauma care and related issues along with the enforcement challenges. He shared his experience of his native village in Karnataka where

the number of traffic accidents and deaths have drastically increased after making a good quality rural road. He also mentioned that the poor quality of engineering work is also responsible for the high number of road accidents in his native village roads.

The event was concluded with the Vote of Thanks to all the dignitaries, panellists, speakers, officials from transport department, Police Department, PWD, District Trauma centre, CSOs, Law students provided by Dr. Annapoorna Ravichander, Executive Director, Public Affairs Foundation. She summarised the day's long discussions. She mentioned that there is in need of increasing the focus of road safety at district level, enhancing electronic monitoring, generating more and more awareness among the common road users, enhancing the enforcement skills of the enforcement officials and finally enhancing the effectiveness of district road safety committee and participation of more and more stakeholders of road safety in its activities.



Pledge

The session ended with the pledge taken by all the participants and officials presented in the consultation and was led by Mr. Ashfaq Ahamad. The pledge was as follows.

I, _____ pledge, to the best of my ability, to be a law abiding, courteous and responsible driver at all times. I promise to keep in mind mine as well as other road users' safety always. I will dedicatedly participate in all road safety related activities while also educating and encouraging others to do the same. I further promise to be a road safety and COVID-19 awareness ambassador by devoting some time every day, working to create awareness about road safety and COVID-19. I will always wear a mask and helmet/seat belt while driving, keep a safe distance from other vehicles on the road and maintain social distancing while walking on the street. I pledged to follow Mahatma Gandhiji's principles of truth, non-violence, cleanliness and patience for the promotion of road safety and self-improvement. I further pledge that I will strive to make India a clean, healthy and safe nation.

Jai Hind!



Recommendations

1. Formulation of a comprehensive speed management policy
2. Planning and identifying long range plans for pedestrians and bicycle riders
3. Coordination among traffic engineers, road way designers and law enforcement officials to identify speed related needs and solutions
4. Advisory speed limit signs, radar cameras on roads are essential and should be brought in
5. Ensuring posted speed limits are appropriate
6. Engineering staff with appropriate education to advise road authorities on speed limits
7. Setting speed limits and speed relating operations and safety needs should be implemented
8. Preview information for drivers to manage traffic efficiently
9. Active traffic management, highway advisory radios, parallel de-routing comm to travellers, road weather info, traffic delays and detectors etc. should be introduced
10. National Integration of motor vehicles license plate to remove language barriers across states
11. Road signs in 3 different languages especially in border areas
12. He raised a pertinent question on the need to produce data on why different kinds of accidents occur in certain spots
13. He added the lack of real time incident reporting which stretches the golden hour treatment which has to be rectified to improve care
14. Blind spot removal mechanism should be implemented throughout the country
15. areas
16. Identify spots of accidents and train people to respond to provide care for the victims and not expect good Samaritans to do good due to their inherent goodness
17. Crash horn system in blind spots and other accident spots
18. Lighting in accident spots after identifying them
19. Some kind of safety device for children and other vulnerable groups on the road to be used in times of adversity
20. Urban and rural planning should be well integrated and there should be systematic zoning of roads
21. Multiple points to allow people to get into different zones
22. Golden hour management with special funds
23. Development of an app which is a combination of google maps and 911
24. The need to make the Act systemic and multidisciplinary and appropriate legal framework
25. Proper road signage
26. 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.
27. Every road transport official and traffic police officers to be provided with first aid kits.



Key Facts and Data

- Karnataka is ranked number 4 in having the most unsafe roads in India
- 7.4% of road accidents in India occur in Karnataka
- Speeding is stated as the number 1 cause of road accidents over the last 10 years
- 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 Rs. 5000 for their service done
- During 2021, 9760 people died on road and 49252 road accident happened

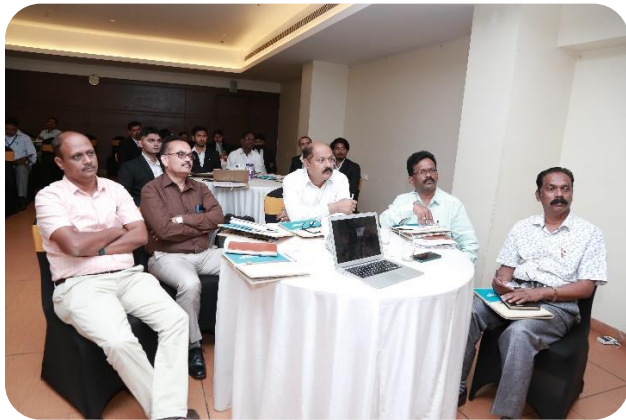


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Capacity Building Workshop on Effective Management of Key Risk Factors Through Effective Enforcement

Annexures

Annexure 1- Select Photographs





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Annexure 2 – Concept Note and Agenda



Concept Note and Agenda

Capacity Building Workshop on Effective Management of Key Risk Factors through Effective Enforcement

Background

Cities in India are highly dynamic in nature and indicate various characteristics on 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.

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. Further, there exists an urgent need of 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:

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



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Concept Note and Agenda

Capacity Building Workshop on Effective Management of Key Risk Factors through Effective Enforcement Date: Friday, March 25, 2022 Venue: Hotel Eefa, 3935 Club Road, Belagavi-590001	
10.00-10.30 a.m. Registration	
Inaugural Session	
Welcome and Introductory remarks	Dr. Annapoorna Ravichander, Executive Director, Public Affairs Foundation
Inaugural Address by Chief Guest	Sri. Rajender Kataria, I.A.S, Principal Secretary, Transport Department, Govt. of Karnataka
Overview of the Workshop, Key Risk Factors and MVA Act, 2019	Sri. Madhu Sudan Sharma, Senior Programme Officer, CUTS International
Trauma and its effect on accident victims and family members	Dr. Pushpa, RMO, BIMS
Coffee/Tea Break	
Technical Session 01: Key Risk Factors of Excessive Speed, Drink & Drive and Distracted Driving Moderator: M. Shoba Joint Commissioner Transport	
Effective Enforcement of Speed related provisions: Issues, Challenges and way forward	
Effective Speed Management	Sri. Shivanand B Magadum Regional Transport Officer
Initiatives in the MVA Act 2019	Sri. Asfaq Ahamed, President, All India RTO Federation
1.00-2.00 p.m.	Lunch
Technical Session 02: Key Risk Factors of Not wearing helmet, Seat Belt and Child Restraint System Moderator: Dr. M.B. Boralingaiah, Police Commissioner	
Effective Enforcement of two Wheeler Safety provisions: Issues, Challenges and way forward	
Policing and Traffic Management	SP Sneha, Deputy Commissioner of Police
Special Address	Sri. Anjan Aditya Biswas, IAS, Regional Commissioner, Belagavi
Vote of Thanks	Public Affairs Foundation
High tea and Departure	



Annexure 3 – List of Participants

Sl.No.	Name	Name of the Organisation
1	Dr. Pushpa	BIMS
2	S. Khan	City MDS
3	Dr. Suyash P	BIMS
4	Dr. Hemanshu	BIMS
5	Dr. Ashutosh Rohit	BIMS
6	Dr. Akash	BIMS
7	Dr. Sanjeev Tigani	DSDD, BGM
8	Anand Lobo	Sevak Machhe, Belagavi
9	Kumar V (FRO)	PAC, Belagavi Division
10	Goutam Gawas	KLE Society B.V. bellad Law College, Belagavi
11	Kartik	KLE Society B.V. bellad Law College, Belagavi
12	Rahul S. Sollapure	R.L. Law College, Belagavi
13	Radhika J Ambetkar	R.L. Law College, Belagavi
14	Raju M Pujari	Bailgongal Police Station
15	Dr. Basavaprablu Hirmath	DSDO, Belagavi
16	Prashant M	Vijaya Karnataka
17	Jagadish	Viayavani
18	Bharma D Guduki	Sevak, Belagavi
19	Dr. Vijaya Kumar Patil	BIMS
20	Ruchita J Magennawar	R.L. Law College
21	Shreya S Kulkarni	R.L. Law College
22	Krishnakumar Joshi	R.L. Law College
23	S.S. Thakannaur	R.L. Law College
24	Dayanand Bailpattar	R.L. Law College
25	Mahader Pawar	City News Belagavi
26	Vishal G.P	Regional Transport Office
27	Khemsingh K.L	NWKRTC, Belgavi
28	P.Y. Naik	Divisional Controller NWKRTC, Bleagavi
29	B. Anand	Ankali Police Station
30	Nagesh V	ARTO.
31	Subuani Mulla	IN News
32	B.Y. Pawar	SE PWD, Belgaum
33	Ajaz Torgal	Pefect MDS, Belgaum
34	V Susheela	SA Spandana, Belagavi



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35	Madhu Sundan Sharma	CUTS, Jaipur
36	Arun Yallurkar	Vijayani
37	Anil A	Police Dept., Chikodi
38	D Radha Krishna	KSRTC
39	Anant Y. S	NWKRTC
40	Nitin Gadade	NWKRTC, Belagavi Division
41	Chandrashekhar	KSP PSI
42	Kiran Kumar M.	KSP PSI
43	Anand	RTO
44	Srinivas C. Palakonda	KLE Society B.V. Bellad Law College, Belagavi
45	Abhishik S Pandit	KLE Society B.V. Bellad Law College, Belagavi
46	Vinayakumar S.	KLE Society B.V. Bellad Law College, Belagavi
47	Vijay D Pujeri	KLE Society B.V. Bellad Law College, Belagavi



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Annexure 4 – Press Mentions

NewsTV27.com

<http://surl.li/bqhfe>

Home >> News >> Belagavi

Belagavi

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25-03-2022

Share





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Indian Express



BELAGAVI

02

BELAGAVI

WEDNESDAY 30.03.2022

ALN

Wednesday: 30/03/2022 • Year: Pt
Ritur: Sishir • Mas: Phalguna • Paksha: Krishna •
Nakshatra: Sathabhishe 10:42 am • Moon in Meena Rashi • Rohini •
Gulika: 10:30 am to 12:00 pm • Yama: gan

UNSAFE ROADS: STATE RANKS 4TH IN INDIA

MVA 2019 includes - licensing, registration, permit and usage, special provisions (SRTCs), construction of vehicles

EXPRESS NEWS SERVICE
@Belagavi

AMLAN Aditya Biswas, Regional Commissioner, Belagavi has highlighted certain key aspects of Motorvehicle Act (MVA 2019) and provided a broad structure of the MVA which includes - licensing, registration, permit and usage, special provisions (SRTCs), construction of vehicles, traffic control, international movement, fines and penalties.

Biswas was addressing a session in Belagavi at the consultation meeting organised by Public Affairs Foundation (PAF) and the Consumer Unity and Trust Society (CUTS) with

an objective to highlight and discuss the enforcement challenges of the MVA, 2019 and ideate on how the state government can be supported to adopt and implement evidence-based road safety policies on behavioural risk factors.

He highlighted on changes in penalties imposed on failure in manufacturing of vehicles and on road rule violators, insurance related changes that have been made to the Act and the Good Samaritan compensation and golden hour rule mentioned in the Act and said, "The Act has undergone around 49% of amendment and shared few issues relating to the amendments and recommendations

to improve them." Dr Annapoorna Ravichander, Executive Director, Public Affairs Foundation emphasised on the need for social accountability and stated the importance of awareness meetings as this, as it is imperative for all citizens to take ownership of their ac-



The Act has undergone around 49% of amendment and shared few issues relating to the amendments and recommendations to improve them
Amlan Aditya Biswas, Regional Commissioner, Belagavi

tions and be responsible while

being on the road. Madhu Sudhan Sharma, Senior Programme Officer, CUTS International highlighted the number of accidents and the mishaps that occur on Indian roads, especially in Karnataka with the total 40,658 road accidents in 2019 and 10,000 deaths.

He stated that to know the extent of the problem of unsafe roads, it is important for everyone to understand global and national data on the same.

He mentioned that the State has been ranked four for unsafe roads in India, accounting around 7.4% of road accidents in the country. He mentioned that the cost of road accidents

causes a loss of 3.5% to the GDP of the Indian economy which is almost half of the income generated which is estimated to be 6.11%.

Rajendra Kataria, Principal Secretary, Transport Department shared his thoughts on the implementation challenges of MVA 2019.

He highlighted the need for enforcement officials to be made aware of rules and notifications of the Act.

He stated that for road safety to become a reality, road user culture should be targeted and the road users should focus on behavioural changes and being responsible citizens on the road.



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Conceptualised & Designed by

Public Affairs Foundation

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