

Behind the buses: Margao KTC parking area turns hotspot for anti-social behaviour

The parking area behind the Kadamba Transport Corporation (KTC) bus stand in Margão has become a breeding ground for antisocial activities, raising serious concerns about public safety among commuters and local residents. Once a key transit

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hub in the city, the space has deteriorated into a zone plagued by open drinking, smoking, public indecency, prowling, verbal abuse, and even incidents of sexual harassment. Women, students, and families feel particularly vulnerable, with many reporting that they feel unsafe while passing through or using the bus stand.

According to residents, both locals and migrants routinely gather behind parked buses to drink



and smoke. Passersby frequently encounter abusive language and aggressive behaviour from intoxicated individuals. The issue first gained public attention several months ago following complaints by Fatorda residents and daily commuters, but despite an initial increase in police patrolling, enforcement has since tapered off, allowing the problem to worsen.

Concerns have also been

raised about the conduct of some inter-State bus drivers and conductors—primarily migrants from neighbouring states—who have allegedly been involved in unhygienic and inappropriate behaviour. Eyewitnesses report seeing them walking around half-dressed, bathing in public, and sleeping around the premises, often under the influence of alcohol. Such conduct has not only disrupted the at-

mosphere of the area but has also contributed to a growing sense of lawlessness.

The lack of functional street lighting has further aggravated the issue, creating poorly lit zones where such behaviour thrives unchecked. The absence of basic infrastructure and sustained enforcement has emboldened offenders, leading many to feel that the authorities have turned a

blind eye to the problem. As a result, public confidence in the safety of the area has steadily declined—especially during early morning and late-night hours.

The local community is now demanding urgent and decisive action. Key demands include the installation of CCTV cameras, restoration of street lighting, and consistent, round-the-clock police patrolling to monitor and deter illegal activity. Residents stress that only sustained and visible enforcement will restore safety and dignity to this critical public space.

Without swift intervention, there is growing concern that the KTC bus stand—an essential node in Margão's public transport network—will continue its decline, jeopardising not only commuter safety but also the broader reputation of the city.

Cutting corners: Smaller pao being sold at ros-omelette kiosks

The humble Goan pao, which is commonly eaten along with ross omelette at some kiosks in Panjim, is basically underweight. The other day, I happened to visit a stall selling ross omelette and found that the pao was shockingly underweight compared to what is sold

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in the open market otherwise. The traditional bakers or poders are provided financial assistance by the Department of Industries to ensure their protection and growth. Through this scheme, subsidy is provided to purchase maida or flour to bakers who pro-



duce essential Goan breads like pao, undho, poie, and kankon. The objective is to provide a 50 gm pao at Rs 5 to the consumer. However, the ones dished out at kiosks in the evening, are less than half the weight and definitely amount to cheating the consumer. It

is high time the authorities keep a check on kiosks and other restaurants serving mini pao to the consumer. Whoever is behind this nonsense should be pulled up and penalised. We cannot expect the consumer to be taken for a ride for what he pays for.

Utorda roads dug up and left in deplorable condition

At the outset, we, the villagers of Utorda, convey our sincere thanks to the concerned authorities for initiating the underground electricity cable work in our village. However, we wish to bring to your serious attention the manner in which the work is being executed. Although the ongoing underground cabling work is commendable, it is being carried out in a haphazard manner, without proper planning or consideration for the safety of the residents and the ease of navigation for vehicles plying

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on these roads.

In several areas, two vehicles cannot pass each other due to the narrow and uneven road space left after excavation. We wish to highlight that while roads are being dug for laying the underground cables, no basic safety measures are being implemented. There is a lack of proper signage, barricading of excavated zones, safety light indicators, or neon reflectors at night. This negligence poses a significant risk to pedestrians, motorists, and two-wheeler riders alike.

We also draw your attention to the fact that roads are being dug up



not only along either side but also across the middle at short intervals to accommodate the heavy-duty cables. Once the cables are laid, the potholes and trenches are not being properly filled, leaving large gaps and uneven surfaces. This has resulted in severe inconvenience for vehicles and motorists, often causing mishaps and damage to vehicles and even health issues like spondylitis among regular riders.

We strongly urge the authorities to take immediate remedial measures on a war footing to repair

and restore the excavated roads to their original condition. This is essential not only to prevent mishaps and reduce wear and tear of vehicles but also to safeguard the health and safety of residents and daily commuters.

We sincerely request that this matter be taken up as a top priority and resolved before the onset of the monsoon. Failing to do so will expose children commuting to school—whether on foot or on bicycles—to tremendous risk and inconvenience.

Roads dug up, Saligao turns into dust bowl

The condition of a particularly important road stretch in Saligao (starting from the crossroad circle near the Government Primary School and heading right up towards the Seminary and Pilerne Industrial Estate) is currently in a horrible state. In fact, it reminds me of AC/DC's classic old rock track Highway to Hell, as this road stretch was completely dug up last month using a JCB machine in the name of laying underground electricity cables and has still not been restored—causing immense inconvenience to commuters.

Hey, for how many more times will these roads in Saligao be dug up by government-appointed contractors or agencies in the name of laying underground water pipelines or electricity cables? And for how long will poor villagers and those

working in the Pilerne Industrial Estate have to suffer and go through this living hell for no fault of theirs? Why—don't those using the Saligao roads pay their road taxes to the government on

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time?

Well, the concerned authorities should stop testing the patience of the Saligao villagers and those working in the Pilerne Industrial Estate for no damn reason, and instead should ensure that the above-mentioned and all other dug-up roads in the village are fully restored at the very earliest. If not, they should be prepared to witness some horrible mishaps or accidents due to their casual approach and sheer negligence—especially during the fast-approaching monsoon season.

Who owns this numberless abandoned truck?



In the absence of traffic police along the roadside, law and order seems to have gone for a toss. How else can one explain a numberless truck being routinely parked on the service road along the National Highway at Mapusa?

Locals say the truck belongs to a migrant road contractor who supplies construction material for the Porvorim Highway Corridor and parks it there every evening. God

forbid if a tragedy were to occur under those wheels—who would the police hold accountable?

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While the police have recently been preoccupied with tenant verification drives and tracking down migrants residing illegally in Goa, they seem to have missed this glaring case of illegality—a Goa govern-

ment's 'tenant', parked in full public view.

Will the authorities now act against this blatant violation and take steps to penalise the violator? Or is the Mapusa Traffic Cell still waiting for cameras to be installed to catch such offenders?

The law must be implemented in letter and spirit. This vehicle should be clamped, and the owner heavily penalised—no exceptions.

Traffic signals at Mangor-Varunapuri junction defunct for several months



The Mangor-Varunapuri junction happens to be one of the busiest in the port town of Vasco. Traffic from this junction moves toward Sada and Vasco city. Several accidents have been reported at this spot, some of them even resulting in fatalities. Traffic signals, which were very much needed here, were installed several months ago. However, after functioning for only a few days, the system broke down.

As a result, the traffic

signals have remained non-functional for all

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these months. This has been causing inconvenience to road users and increases the risk of further accidents. It is imperative for the concerned authorities to take prompt action to repair and restore the functioning of these traffic signals in order to streamline traffic movement and enhance road safety at this crucial junction.

Agriculture cannot thrive without timely support from govt

Even as the government talks about promoting agriculture and reviving farming practices, the ground reality tells a different story. It is disheartening to note that insecticides and pesticides—essential components for any successful farming season—are rarely available at the Zonal Agricultural Offices. Despite being prescribed by the department itself, these

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products are often missing from Krishi Bazaar outlets as well, leaving farmers helpless and frustrated.

The burden of procuring these crucial inputs is placed squarely on the shoulders of farmers, many of whom are senior citizens. For them, running from one outlet to another in search



of pesticides is physically exhausting and often impossible. The result? Delayed pest control, leading to extensive crop loss.

This is an avoidable problem. All the department needs to do is ensure that these basic farming inputs are stocked at their offices and affiliated outlets. The government cannot expect citizens to chase after its own inefficiencies.

Furthermore, modernisation efforts have fallen short. Outlets such as Goa Bagayatdar and Krishi Bazaar still do not have digital payment options like GPay, which would make transactions more accessible and convenient for farmers in today's age.

Another major concern is the quality of seeds being distributed. With the Kharif season fast approaching, it is imperative that the department makes available high-yielding varieties such as Indam 003 and Indam 004. Older varieties like Jyoti and Jaya have consistently failed to produce satisfactory yields in recent years, causing economic distress to the already struggling farming community.

Weather unpredictability adds to the woes. Agricultural officers must take proactive steps to keep farmers informed about forecasted weather patterns so that they can plan sowing and transplantation schedules accordingly.

Dangerous garbage in Fatorda left unattended for a month

in the very same spot for more than a month. The sheets of glass have now

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broken into smaller, sharper pieces and two people were injured by the glass. The pile is on a busy stretch of road, surrounded by sev-



eral shops frequented daily by hundreds of people and even children. Yet, nobody has bothered to clear up or arrange for this garbage to be collected—not the shop owners, not the garbage truck that passes that way 4 times every day and stops to empty the dumpsters close by, and not the local ward councillor, who

lives less than 200m away. Repeated pleas to the doorstep garbage collector have not helped either—he replies that he cannot pick up broken glass as the people handling the waste after him may injure themselves. So does this mean the pile of garbage and glass shards remain here indefinitely?