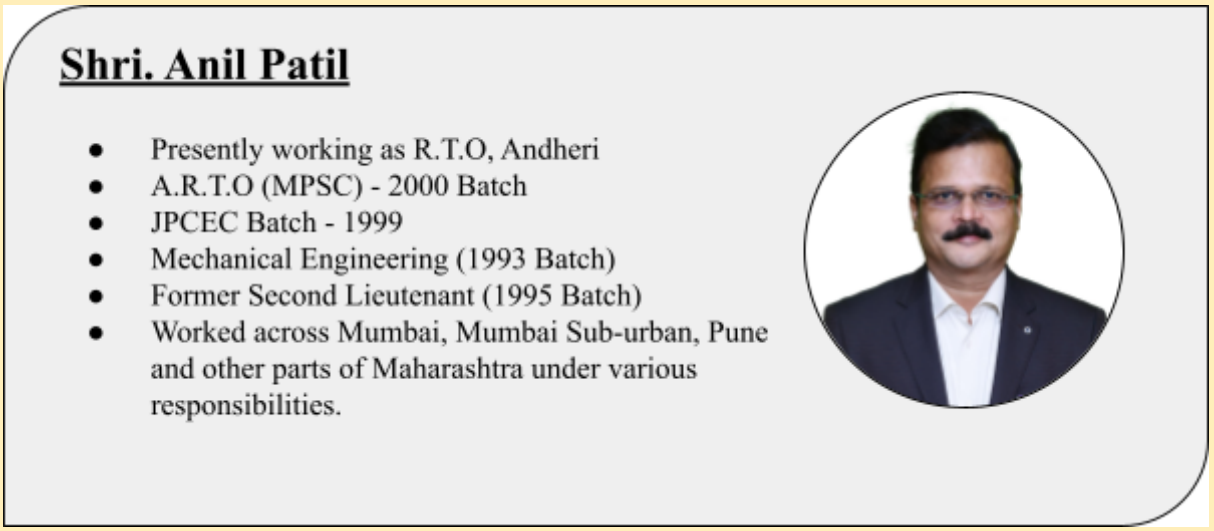
Jnana Prabodhini Competitive Examinations Centre, Pune.
Celebrating journey of its alumnus on account of Tridashakpurti Varsha 2025-26 (30 years of establishment)



Anil Sakharam Patil is an RTO officer of 2002 batch, currently posted as R.T.O - Andheri and selected through Maharashtra Public Service Commission (MPSC) Exam. He has a career spanning over two decades in the Regional Transport Office (RTO).

Early Life and Formative Years

Anil Sakharam Patil hails from Nerle, a village in Walwa Taluka, Sangli District. His foundational education began at a ZP primary school. As he progressed, his academic journey took him to diverse institutions: he attended a public school in Kuditre, Kolhapur, for his fifth grade, followed by a Rayat Shikshan Sanstha school for his sixth and seventh grades. From eighth grade through to his engineering studies, Anil resided in Karad. He was a student of Tilak High School in Karad for his 8th-10th grades, then pursued his 11th and 12th grades

from Science stream at Yashwantrao Chavhan College of Science, Karad. His pursuit of higher education culminated in a Bachelor of Engineering degree from the Government College of Engineering, Karad (Batch of 1993) and later Post Graduation from Walchand College of Engineering (Batch of 1995).

Anil's academic progress was evident from a young age, as he describes his academic record as "very strong". He was a recipient of scholarships throughout his educational journey, right from the fourth grade up to engineering. Specifically, he received scholarships in the fourth and seventh grades. His engineering education was supported by a Central Government HRD Ministry scholarship, specifically designed for the children of primary teachers. This scholarship, offering approximately ₹3000 at the time, was considered a substantial amount, especially if one maintained a good academic career. His performance consistently remained excellent; he achieved good percentages in both his 10th and 12th grades. Notably, in 1989, he secured an impressive 93.33% in Physics, Chemistry, and Mathematics (PCM) in his 12th grade which was further boosted to 98.33% with the inclusion of technical marks.. In his Mechanical Engineering degree from a government college, The academic environment at home was significantly influenced by his parents, both of whom were teachers. His father retired as a secondary school headmaster, and his mother retired as a primary school headmaster, fostering a strong emphasis on education within the family.

Initial Career Forays and a Dream of Olive Green

After completing his engineering, Anil started a short stint as a visiting lecturer at Bharati Vidyapeeth. However, a significant opportunity arose when he was selected as a Second Lieutenant in the Indian Army through the Service Selection Board (SSB) in 1995. His selection was for the Electrical and Mechanical Engineer Corps (EME), with his SSB assessment taking place in Allahabad. He subsequently joined the Officers Training Academy (OTA) in Madras (now Chennai) in April 1995, with his official joining in 1996. Unfortunately, his military career was short-lived. Anil suffered an accident during his training at OTA, which led to his resignation from the armed forces.

Following his departure from the Army, Anil returned to his academic career. He spent approximately 1.5 years as a lecturer at Bharati Vidyapeeth in Navi Mumbai, and then

another two to four years teaching in the Mechanical Department at Bharati Vidyapeeth, Katraj, Pune.

The Call of Public Service: Embracing MPSC

Anil's life took another significant turn in 1998 when he got married. It was around this time that he decided to prepare for competitive examinations, specifically the Maharashtra Public Service Commission (MPSC). He vividly recalls applying for admission to Jnana Prabodhini in January 1999, just before the written test scheduled for January 1999. Initially, he was told that the admission deadline had passed. However, after a personal appeal to Madam Varija, he was given the opportunity to take the entrance test on the spot.

Anil was particularly attracted to Jnana Prabodhini because of its rigorous admission process, which included a written test. This was a stark contrast to other coaching classes at the time that allowed direct enrollment upon fee payment. He perceived this as a more "academic" approach and decided to join. He considers this decision a fortunate coincidence, or "Sadyog," indicating he joined the right place.

The MPSC Journey: Memories Along the Lines

Anil describes his period at Jnana Prabodhini, from the 1999 attempt to the 2000 attempt, as an "extremely good" journey. He acknowledges himself as a "late entrant" in comparison to many of his peers, as he was 26 years old and married, whereas the majority of students were in their early twenties and had just graduated. The classes were typically held in the evenings, from 6 PM to 8 PM.

Jnana Prabodhini provided a conducive learning environment with experienced faculty. Vivek Sir taught Aptitude, while Ganesh Bare Sir handled Science & Technology. Tushar Thombre Sir, focused on Social Reform, and Shitole Sir also contributed to the teaching. A notable aspect of the faculty was that most instructors were either recently MPSC qualified or actively preparing for UPSC. This created an incredibly impactful learning experience, as they could provide practical insights, guide students on study material, and illuminate the "shortest path" to success. Tai, the head of Jnana Prabodhini Competitive Examinations Centre, offered overarching guidance on the entire preparation process, from scratch,

including how to study and what sources to use. Anil embraced the philosophy of reading "one book 100 times" rather than many books once.

Anil approached his MPSC preparation with immense confidence, stemming from his strong academic background. He harbored a belief, which he humorously questioned as "overconfidence," that he would clear the MPSC in his very first attempt. His consistently high scores throughout his government engineering college education instilled this conviction, making him believe he would "definitely" succeed. And indeed, he did. He prepared "sincerely" during the January to June period.

A critical component of his preparation at Prabodhini was the compulsory test series, conducted every month. In these test series, Anil consistently ranked first, never once being outscored by another student from the very first test to the last. His scores typically ranged from a minimum of 160 to sometimes as high as 180. He emphasizes the superior quality of Prabodhini’s test series, which was qualitatively focused and far better than others. This consistent performance in the test series instilled in him an unshakeable confidence over the six months of his preparation, making him certain of his success.

In his first MPSC attempt in 1999, Anil successfully cleared the prelims in June and the mains in December. He secured a respectable 604 marks, which was considered a good one at the time. His subject scores were noteworthy: 160 in Geography and over 140 in Sociology. Despite being a technical graduate who taught in English, he wrote his MPSC papers in Marathi. Initially, this presented a challenge, but being a native Marathi speaker helped him overcome the vast syllabus and language hurdle.
However, despite his high scores and good rank, the first attempt was bittersweet due to a scarcity of available posts. There was only one General category post for Tahsildar, which went to another candidate. He also narrowly missed the A.R.T.O. post by just one mark, as it went to an SBC candidate who scored 606 and had prioritized A.R.T.O.. Consequently, Anil was selected as a Desk Officer.

His interview performance was exceptional. He scored a very high 74 marks in the interview. This, he believes, was significantly influenced by his experience in the Army SSB, which instilled "a lot of confidence" and helped develop his public speaking style. He vividly

remembers his mock interview conducted by Rajiv Ranade Sir, Shitole Sir, and two other panelists, where Ranade Sir predicted he would be the "next selected candidate," which served as a huge boost. In his subsequent attempt in 2000, his interview score remained high, over 65, which he attributes to his professional experience and engineering background.

During his preparation, Anil managed a demanding schedule. He was a married man working as a lecturer. Many people thought it impossible to clear MPSC while working, but he managed it. He would wake up at 4 AM to study for 2-3 hours, then lecture at college from 10 AM to 4 PM, attend Prabodhini classes from 6 PM to 8 PM, and then continue studying afterwards. He credits Jnana Prabodhini for providing him with the "shortest" or "most appropriate" route to success. The guidance from the faculty, who were either successful candidates or actively preparing, was instrumental. Anil still possesses his notes from Prabodhini and a diary containing student feedback, highlighting the cherished memories he has of the institution. His second MPSC attempt in 2000 was successful, leading to his selection as an A.R.T.O. He officially joined as an A.R.T.O. on August 19, 2002, after his result was declared in 2001.

A particularly poignant detail of his connection to Jnana Prabodhini is the fact that his daughter, Ankita, also utilized the center for her UPSC mock tests and test series. She achieved an All India Rank of 303 in the UPSC 2024 examination. With the recent announcement of UPSC 2025 results, it is another joyous moment for the entire Patil family and JPCEC as Ankita secured an impressive All India Rank of 140 showcasing an example of determination and hardwork. Dr. Vivek Sir and Dr. Savita ma’am proudly noted that Anil is the first person to have two generations – himself and his daughter – associated with the institution. This familial connection significantly helped Ankita acclimatize and quickly grasp the essence of preparation.

Life as a Lecturer Post-MPSC Success

After clearing his first MPSC attempt and becoming a Desk Officer, Anil was approached to teach. Sachin sir, then a student and now an Education Officer, suggested Anil started teaching at Scholar's Academy because Anil was often found guiding and teaching other students during group discussions. He taught a batch of around 70-80 students there. Later, Tai from Jnana Prabodhini invited him to teach at their center.

Anil primarily taught Geography at Jnana Prabodhini. He meticulously planned his curriculum, aiming to complete the entire subject in 50 "clock hours". His schedule was so precise that he knew exactly which topics, like Cartography or Human Geography, would be covered by the 30th-35th or 40th hour, respectively. His introductory lecture attracted 60 students, and the actual class admissions swelled to 120, completely filling the first-floor classroom. He had to cap admissions at 100 students because there was simply no more space. Anil taught two to three batches of Geography at Prabodhini. His own high score of 160 in Geography in the MPSC exam was a significant draw for students, coupled with his effective teaching style and background as a lecturer. He also taught Sociology for one or two classes at Prabodhini, including a small class of 40 students on the rooftop hall.

A significant impact of his teaching is evident in the success of his students: approximately 65 to 70 of his direct students from Geography and Sociology have gone on to join the administration. Many more indirect students also benefited from his notes and guidance. He continued teaching during the one-year gap between his MPSC result (2001) and his official joining as A.R.T.O. (2002). During this period, Tai encouraged him to teach Prelims subjects as well. He taught Science & Technology (S&T) for Prelims and also Constitution History at Swaroopvardhini, a NGO in Rasta peth, Pune. His plan was to teach Prelims subjects when prelims were near, and Geography and Sociology for Mains. However, after officially joining the RTO, his training and busy schedule prevented him from continuing teaching after 2002.

Anil firmly believes that Jnana Prabodhini’s highly "organized" approach significantly expedited his preparation. He estimates that without Prabodhini, his preparation might have taken an additional year to one and a half years.

Beginning of Career as A.R.T.O

Anil notes a common misconception among the public: people often mistake any traffic constable in white uniform or any officer in an RTO enforcement vehicle as an RTO officer. He clarifies that in the Government of Maharashtra, there are three uniformed services under the Home Department: Police, Transport (RTO), and State Excise. While historically they might have been connected, they are now independent departments, each with separate ministers and divisions, though still falling under "Home Transport".

The eligibility criteria for an Assistant Regional Transport Officer (A.R.T.O.) are quite specific: any Bachelor of Engineering (B.E.) degree or any Bachelor of Science (B.Sc.) with Physics and Mathematics are accepted. Anil mentions that the A.R.T.O. post, which was Class 2 when he joined, is now a Class 1 position. It is a three-star rank, equivalent to a DySP (Deputy Superintendent of Police) or ACP (Assistant Commissioner of Police) in the police force.

Within the RTO, the subordinate staff, such as Assistant Motor Vehicle Inspectors (AMVIs) and Motor Vehicle Inspectors (MVIs), also have distinct entry criteria. AMVIs are two-star officers with a badge, akin to an API (Assistant Police Inspector), while MVIs are three-star officers with a badge, similar to a PI (Police Inspector). For these positions, a compulsory Diploma in Automobile or Mechanical Engineering is required, and MPSC conducts separate examinations for them. Anil highlights that increasingly, AMVIs now include M.Tech and MBA graduates, reflecting a higher caliber of personnel. Predominantly, the RTO department is staffed by engineers, mostly Mechanical, but also Automobile engineers.

The core functions of the RTO extend far beyond what the general public perceives:

- Licensing: This involves the issuance of driving licenses.
- Registration: The RTO is responsible for the registration of all motor vehicles.
- Enforcement: This function primarily focuses on transport vehicles, such as buses and goods vehicles.

He explains the distinction between enforcement roles of the RTO and the Traffic Police. As per Motor Vehicle Act, both Traffic Police and RTO have some similar roles and some distinct. While Traffic Police focuses on general traffic management and emergency services (e.g., at accident sites), the RTO (Regional Transport Authority or RTA) possesses powers such as:

- Suspending or cancelling driving licenses.
- Taking action on vehicle permits, including suspension or related cancellation.
- Addressing overloading of goods vehicles.

The RTA at the district level is headed by the Collector, with powers delegated to the RTO. Similarly, the State Transport Authority (STA) powers are delegated through the Minister, ACS, and ultimately the Transport Commissioner. While RTO also handles offenses like helmet and seatbelt violations, the majority of such cases are handled by the Traffic Police.

Anil also elaborates on the recently established Road Safety Cell within the RTO. He states that while road safety is the fundamental motive of the Motor Vehicle Act, it was largely overlooked for many years. Fortunately, since 2020-2021, the Central Government's Ministry of Road Transport & Highways has placed a significant emphasis on road safety, and the Maharashtra Government is now allocating funds from the Road Safety Cess for related activities. Anil currently holds the additional charge of Joint Transport Commissioner for the Road Safety Cell in Maharashtra State, overseeing substantial funds, approximately ₹1600-₹1700 crore. This cell is actively involved in projects like the Intelligent Traffic Management System (ITMS) on the Mumbai-Pune Expressway.

The training for an A.R.T.O. officer is extensive, typically spanning nine to ten months. It comprises four key components:

- Transport Commissioner Office Attachment: This initial phase, lasting one to one and a half months (Anil's was three months), involves understanding policy-making, orders, and circulars issued by the apex body of Maharashtra's transport department.
- Actual RTO Office Attachment: For one to one and a half months, officers are attached to an RTO office (Anil's was in Mumbai) to learn the day-to-day operations, including licensing, vehicle registration, permits for auto-rickshaws and taxis, enforcement, prosecution, and challaning procedures. This also includes practical on-road checking with flying squads.
- Physical Training: A three-month physical training regimen takes place at either the Police Academy in Nashik or the Jail Training School in Pune. Anil's training was at the Jail Officer Training School (JOTS) in Yerwada, Pune. This involves comprehensive uniformed services training, including parade drills, physical training (PT), and weapon training. The weapon training covers the maintenance, theory, and practical firing of rifles, pistols, and revolvers, culminating in an examination.

- Anil explains that weapon training is mandatory because RTO enforcement officers, when working on roads, particularly at night, often deal with a wide range of individuals and can encounter arguments, altercations, or even aggression, especially when dealing with overloaded vehicles or uncooperative drivers. The weapon serves as a tool for self-defense, a necessity for a uniformed enforcement service.
- During daytime hours at these training schools, officers are also taught relevant laws, including the Motor Vehicle Act, Indian Penal Code (IPC), Code of Criminal Procedure (CRPC), Finance Act, and Maharashtra Civil Services Rules (MCSR).

- Heavy Driving License Training: This is a compulsory one-month training at the ST Mahamandal (State Transport Corporation) training institute in Bhosari. Every RTO officer must be able to drive heavy vehicles like buses or trucks.
  - The reason for this mandatory requirement is that A.R.T.O.s and higher-ranking RTO officers are designated Licensing Authorities under the Motor Vehicle Act. They have the authority to conduct re-tests for heavy vehicle licenses and pass or fail candidates. To effectively assess these skills, the officer themselves must possess a heavy driving license.

Currently, classroom training for RTO officers is mostly conducted at YASHADA (Yashwantrao Chavan Academy of Development Administration), while physical and weapon training continues at MPA Nashik or Yerwada, along with attachments to RTO offices and the Transport Commissioner's Office.

Postings and Evolution of Work

Anil’s initial official posting after training was in Sindhudurg, but he was transferred to Mumbai East within a month of joining, making Mumbai East (MM03 RTO Mumbai East) his first practical posting. He served there for four years, from May 19, 2003, to 2007, longer than the usual three-year tenure.

His initial experience in Mumbai was challenging. He had grown accustomed to Pune during his studies and lecturer roles and had hoped for a posting there. He found Mumbai's humid climate and fast-paced life difficult to adjust to, initially joining with reluctance. However,

after about a year to a year and a half, he adapted and became a "Mumbaikar". His office was in Wadala, and he found accommodation in Kurla, making commuting manageable. His first office in Mumbai East was a small, crowded rented space on the third floor, though it has since expanded. He describes Mumbai's cosmopolitan environment as diverse, with a mix of Hindi, English, and Marathi speakers. The adjustment period, especially the cultural shift from Pune and the transition from lecturing, took about five to six months. However, his MPSC preparation had already equipped him with the mental fortitude to manage challenges, and he found continuous learning of laws essential in his role.

Following Mumbai East, Anil's career progressed through various significant postings:

- Assistant RTO, Thane (MM04): From 2007 to 2010, he served in Thane. At that time, the Thane RTO's jurisdiction was expansive, stretching from the Gujarat border to the Goa border, though it has since been reduced with the formation of new districts and RTOs.
- Assistant RTO, Andheri: From 2010 to 2013, he was posted in Andheri.
- RTO Mumbai Central (MM01, Tardeo): For six months in 2013.
- Promotion to Deputy RTO: He was promoted to Deputy RTO in February 2014.
- Deputy RTO, Pune: His first posting as a Deputy RTO was in Pune, where he served from February 2014 to April 2017.
- Deputy RTO, Vasai: From 2017 to 2020, he was in charge of Palghar District, with the office located in Vasai.
- Deputy RTO, Raigad: In 2020, he moved to Raigad, serving a tenure of nearly 3.75 years. During this period, he also held the additional charge of RTO Panvel for two years (2020-2023), which covered the districts of Raigad, Ratnagiri, and Sindhudurg.
- Promotion to RTO: In June 2024, he was promoted to the position of RTO. Current Posting: He is currently the RTO of Andheri, a charge he took on June 18, 2024. Additionally, since November, he has held the additional charge of Joint Transport Commissioner for the Road Safety Cell, Maharashtra State.

The Digital Transformation of RTO and Road Safety Initiatives

Anil emphasizes that the RTO is one of the most digitized government departments, and a pioneer in this regard. He points out that as early as 1997, smart card licenses and registrations were first introduced in the Pune RTO, though they ultimately failed due to primitive hardware and technical issues.

However, the major shift began in 2007 with the introduction of "Sarathi" and "Vahan" systems through the National Informatics Centre (NIC). Maharashtra was one of the first states to implement these computerized systems, marking the beginning of extensive data digitalization. By 2017, the Vahan 1 system was in place, and in 2018, an upgraded version, Vahan 4, was made mandatory nationwide by the Central Government. Anil notes that Telangana was the only exception initially but is now also adopting it. He highlights the critical difference between a state digitizing internally and a nationwide integration, emphasizing the latter's importance, which accelerated significantly after 2014-2015.

Before this digitization, tasks like tallying monthly challans and actions taken on licenses were a "Herculean task," involving manual record-keeping. Now, with digital challans and the Electronic Detailed Accident Report Dashboard (e- DAR) developed by IT Chennai, all data is available at his fingertips, allowing him to track offenses and officer performance instantly.

Maharashtra is a leading state in offering "faceless" RTO services, with 58 such services available that do not require physical visits to the office, provided the applicant's Aadhaar is linked to their mobile. Additionally, there are around 100 online services. Examples include applying for a learning license from home, vehicle transfer, or loan hypothecation changes. Despite these advancements, Anil notes that the public is still largely unaware of these conveniences. The sheer volume of data managed by the RTO is enormous, with approximately 4.75 crore vehicles in Maharashtra alone, along with a vast amount of license data for all individuals above 18 years of age.

Regarding road safety initiatives, Anil plays a major role through the Road Safety Cell. A key focus is identifying and addressing "black spots", defined as 500-meter stretches of road which had five fatalities in the last three years or ten accidents in the last five years. Additionally, they target "vulnerable spots" such as junctions, unguarded footpaths that lead to pedestrian accidents, and illegal median cuts used by drivers for shortcuts. The RTO

conducts joint surveys with Traffic Police and road managing agencies like NHAI, PWD, and MSRDC to identify these spots.

They propose both short-term measures (e.g., installing reflective tapes, cat-eyes, large informational boards, closing illegal median cuts) and long-term measures (e.g., constructing bridges or flyovers, which can take years). Anil particularly advocated for providing critical information to drivers in advance, for instance, warning them about accident-prone areas 500 meters ahead, a practice he helped implement as the Nodal Officer for the Mumbai-Pune Expressway. These efforts have been fruitful, reducing the number of black spots in Maharashtra from approximately 1,000 to around 800.

Anil also played a key role in advocating for financial allocation towards road safety. He proposed that the District Planning and Development Committee (DPDC) funds allocate a minimum of 1% towards road safety initiatives. The Government of Maharashtra accepted this proposal and issued a notification, providing crucial funding for short-term measures like pothole repair, informational boards, and pedestrian railings. Maharashtra has also received substantial funds, approximately ₹350-₹400 crore, from the Central Government for its extensive road safety work. These concerted efforts have led to a positive trend: the annual accident growth rate, which typically stood at 2-3%, has seen a reduction since 2022. Furthermore, an Intelligent Traffic Management System (ITMS), similar to the one on the Mumbai-Pune Expressway, is being implemented across approximately 2,800 kilometers of national and major state highways in Maharashtra, with operations expected to begin by December 2026.

Challenging Experiences: Navigating the Pandemic

Anil recounts the COVID-19 pandemic as his most challenging experience. During the first phase in March 2020, he was posted as Deputy RTO, Palghar, with the Gujarat border under his jurisdiction. He was the Nodal Officer responsible for managing migrant workers returning to their home states. This involved overseeing check posts, arranging ST (State Transport) buses for thousands, even lakhs, of people traveling through the region. A major challenge was balancing Maharashtra's strict social distancing rules with the reality of packed buses arriving from Gujarat or Rajasthan, which often led to media scrutiny.

The second phase of the pandemic presented an even greater challenge. Anil, now promoted

to Deputy RTO Panvel with additional charge as RTO Panvel, became the Nodal Officer - for transportation of medical oxygen supply during the second wave of Covid. This critical responsibility arose because medical oxygen producer companies like Linde (Kalamboli - Panvel) , INOX (Vadkhal - Raigad) – fell within his jurisdiction. Linde, in particular, was a major supplier of oxygen to Maharashtra.

The immense demand for medical oxygen highlighted a severe shortage of specialized oxygen-carrying tankers. Anil's team had to intercept tankers on the road, ensure their certification, and oversee a complex 48-hour process to empty any industrial solutions and prepare them for medical oxygen transport. He proudly recalls the first train in India that carried nine oxygen tankers from Visakhapatnam to Panvel, which became a national news item and garnered appreciation from the Central Government. Later, they also managed the supply of oxygen tankers from Jamnagar to Mumbai. Anil faced immense pressure from various stakeholders, including Collectors, Divisional Commissioners, and politicians, all demanding oxygen allocations for their respective districts. He had to adhere strictly to protocol and procedures set by the Food and Drug Administration (FDA), working until 1:30 AM every night resoluting to team work, motivation and dedicated efforts. Despite the immense pressure, this experience was "very satisfying," and his efforts were well appreciated by the Central & State Govt, which also honoured him with an appreciation certificate for his significant contribution during the critical period.

Future Vision for RTO and Road Safety

Looking ahead to the next eight to ten years of his service, Anil envisions a greater reliance on AI-based systems for enforcement within the RTO. He notes a significant problem currently: while traffic challans are issued, only about 2% are paid, leaving 98% unpaid, as people face no immediate consequences. In contrast, the RTO's recovery rate for bus and truck challans is higher, around 68-70%, because their system is directly integrated with vehicle transactions.

Anil has personally proposed an incentive system for challan payments: if a fine of ₹1000 is paid within seven days, it could be reduced to ₹500. This, he believes, would encourage compliance. He also advocates for a "traffic credit system," akin to a CRISIL credit score or the points-based systems in foreign countries, where traffic offenses lead to a reduction in

credit points. While there are existing provisions for license cancellation after a third offense, there is no integrated system to track repeat offenders. He foresees AI-based cameras in the future that can identify a driver's third offense, enabling more effective enforcement. Anil believes this technological shift will also benefit road management and traffic regulation through data analytics.

However, Anil stresses that the most crucial aspect for truly reducing accidents is "education and awareness". Despite widespread knowledge about the importance of seatbelts and helmets, compliance remains low. He humorously recalls a lecture in Pune where students spent three hours debating why *not* to use helmets, highlighting the challenge of changing attitudes. He argues that road safety education should be integrated into schooling from nursery through college level, and suggests linking a "traffic index" to an individual's credit points. He firmly believes that accidents cannot be brought to "zero" through enforcement alone; education is paramount. This awareness needs to be spread through diverse channels, including social media, schools, NGOs, outsourcing, and constant mobile messages.

JPCEC In Future

As Jnana Prabodhini celebrates 30 years, Anil, as a former student, offers his insights for its future direction. He acknowledges that the center is already progressive, updated, and receptive to input. His primary suggestion is for the center to collect feedback and insights from both recent alumni (from the last 22-23 years) and those who studied 20 years ago, ensuring a holistic understanding.

Beyond simply helping students clear competitive exams, Anil believes Prabodhini should further instill in new officers the importance of developing their own unique thought processes, creating a distinct identity, and making significant contributions beyond routine 9-to-5 work. They should aspire to make a tangible impact on society through their departmental roles. He suggests that workshops and tours, reminiscent of their own trips to places like Bhogaon and Ralegan Siddhi, could expose students to the "ground realities" of public service. He concludes by emphasizing that Prabodhini should continue to expose its students to its core philosophy of "back to society".

Photo Gallery

Shri Anil Patil along with spouse Mrs. Archana Patil (Asst. VP, Reliance Industries), son Ayush at the Dholpur House for Ankita's UPSC Personality Test.

Anil and family with Dr. Vivek & Dr. Savita Kulkarni after Ankita's successful UPSC results.

Anil and his colleagues of RTO Andheri during a flag hoisting event on Independence Day.

Anil delivering a talk at a Road Safety Workshop for drivers of MLAs & MLCs of Maharashtra.

Anil giving an oath during the State Road Safety Awareness Campaign.

Anil receiving an award.

Anil at the Maharashtra - Gujarat checkpost monitoring the oxygen supplies during Covid times.

Anil performing at the R.T.O sport & cultural fest. A unique kind of an event initiated by him for strengthening bonding among the staff members.

Ankita Anil Patil - AIR 140 (2025) & AIR 303 (2024), also a JPCEC alumnus, sharing her thoughts during the Felicitation ceremony.

Participating in tree plantation initiative during his stint at RTO Panvel.