Why India's [draft] Road Transport and Safety Bill 2014 matters for citizens

Amit Bhatt
Strategy Head – Urban Transport
EMBARQ India

October 17, 2014
India has the second largest road network in the world.

India’s Road Network has expanded from ~4 lac km in 1951 to ~47 lac km in 2011.

India has a road density 1.42km/sq.km., which is the densest for a country of this size and compares favourably with other middle-income and emerging countries.
The last two decades have seen a dramatic increase in the overall number of vehicles used for road transport in India. The total number of vehicles is expected to increase 3-4x to 500-600 million by 2030.

**ROAD TRANSPORT IN INDIA: Vehicles**

- **142 Million (2011)**
- **21 Million (1991)**

**All Vehicles**

- **102 Million (2011)**
- **14 Million (1991)**

**2-Wheelers**
In last 60 years, the road sector has seen:

- The share of freight traffic increase from 10 to 69%
- The share of passenger traffic increase from 30 to 90%
ROAD TRANSPORT SECTOR – Issues & Challenges
Road Safety Scenario in India

ROAD ACCIDENTS

4,40,042 CASES
1,39,091 DEATHS
IN YEAR 2012

UN-NATURAL DEATHS

ROAD ACCIDENTS 37.4%
OTHER CAUSES 54.7%
RAIL-ROAD ACCIDENTS 7.9%

PER DAY

381 DEATHS
1,287 INJURED
1.3% HIGHER THAN 2011

Source: National Crime Records Bureau ADSI 2012
Road Safety Scenario in India

Bar chart showing the number of road accidents from 2008 to 2012:
- 2008: 1,05,000
- 2009: 1,10,000
- 2010: 1,15,000
- 2011: 1,20,000
- 2012: 1,25,000

Pie chart showing the distribution of road accident deaths by road users:
- 2-Wheelers: 23%
- Pedestrians: 8%
- Bicycles: 2%
- Others: 10%

The chart also includes data on road accident deaths in specific cities:
- Delhi
- Chennai
- Kolkata
- Mumbai
Children (<14 yrs) are killed every day in road accidents in India.

Million people were seriously injured or disabled in road accidents in India in the past decade.

Million people died in road accidents in India in the past decade.

3% Annual GDP loss to India due to road accidents.

People are killed every hour in road accidents in India.

Statutes to protect children on the road.
Thousand + people died in bus crashes from just 5 states in India in 2012.

Thousand + people can be saved every year with timely emergency medical care.

2001: The year in which MVA was updated.

Thousand + vulnerable road users killed in road accidents in the past decade.

Thousand + two wheeler riders died in the past decade.

Thousand + pedestrians died in road accidents in the past decade.
The average vehicular speeds on India’s highways is significantly less than the global average, yet the number of deaths is higher by comparison.

Death rate per 100,000

<table>
<thead>
<tr>
<th>Country</th>
<th>Death Rate per 100,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>India</td>
<td>19</td>
</tr>
<tr>
<td>USA</td>
<td>14</td>
</tr>
<tr>
<td>Mexico</td>
<td>13</td>
</tr>
<tr>
<td>Sri Lanka</td>
<td>12</td>
</tr>
<tr>
<td>Germany</td>
<td>6</td>
</tr>
<tr>
<td>Sweden</td>
<td>4</td>
</tr>
</tbody>
</table>

Average truck speed kmph

<table>
<thead>
<tr>
<th>Country</th>
<th>Average Truck Speed kmph</th>
</tr>
</thead>
<tbody>
<tr>
<td>India</td>
<td>30-55</td>
</tr>
<tr>
<td>Global average</td>
<td>60-140</td>
</tr>
</tbody>
</table>

Action required – road safety, speeds, and traffic conditions need improvement.

Although India spends less on logistics than most nations, its per ton-km total cost is 30-70% higher.
**ROAD TRANSPORT IN INDIA: Demand**

**Overall Road Freight Transport Demand Growth**

- 2012: 2,000 billion Tkm
- 2032: 13,000 billion Tkm

Total Freight Transport Demand is expected to grow at 9.7% per annum over the next 20 years.

**Overall Road Passenger Transport Demand Growth**

- 2012: 10,375 billion pkm
- 2032: 168,875 billion pkm

Total Passenger Demand is expected to grow at 15.4% per annum over the next 20 years.

- Original Act was drafted in 1939
- Major aspects like Road Safety, Transport Infrastructures etc are missing
- MVA 1988 is very fluid with lots of discretionary power to all
- MVA 1988 is a major deterrent for logistics, passenger transport and road safety in the country
### Road Policing by the Supreme Court: Major Cases

<table>
<thead>
<tr>
<th>Case Title</th>
<th>Key Decisions</th>
</tr>
</thead>
</table>
| **M.C. Mehta v. UOI (1997/98)**                | • School bus guidelines  
• Directions to control and manage the flow of traffic                   |
| **National Insurance Co. LTD v Swaran Singh & Ors (2004)** | • Insurance liability where the driver does not possess a valid driving license |
| **Alistair Anthony Pareira v. State of Maharashtra (2012)** | • Charging those who cause death in a road accident under a harsher clause in the IPC |
| **State v. Sanjeev Nanda (BMW Case) (2012)**    | • Hefty Fine to be used for compensation to victims of accidents  
• Role of Bystanders & their protection |
| **S. Rajaseekaran v. U.O.I (2014)**             | • Set up a permanent Road Safety monitoring Committee to oversee schemes of the Government of India and State Governments |
Road Policing by the Supreme Court: Committees

Justice Radhakrishnan Committee
- Permanent Committee set up in April 2014
- Monitoring of schemes of GOI & States on Road Safety

Justice Agarwal Committee
- Provided recommendations to the Court on first aid education in schools, infrastructure on National Highways and training of police

Committee under AS(CS), MHA
- Recommended a Highway Force
- Increased trauma infrastructure on highways & Universal Access Number
- Good Samaritan Protection
Need for a Comprehensive Law
National & International Legislations

**INDIA**
- Motor Vehicles Act 1988
- Expert Committee Recommendations
- Carriage by Road Act
- State Transport Authority Act
- Multimodal Transportation Act (MTO)
- Supreme Court Orders on MV Acts

**BRAZIL**
- Lei da Mobilidade (Urban Mobility Law)

**USA**
- Transport Law
- MAP 21

**SINGAPORE**
- Road Traffic Act
- Parking Places Act
- Street Works Act
- Public Transport Council Act

**UK**
- UK Act 1985
- Local Transport Act 2008

**AUSTRALIA**
- Road Transport (Public Passenger Services Act 2001)
- Transport Integration Act
## Global Comparison of MV Acts – Vehicles

<table>
<thead>
<tr>
<th>MOTOR VEHICLE REGISTRATION</th>
<th>LICENCING/QUOTA</th>
<th>TAXES, LEVIES &amp; DUTIES</th>
<th>VEHICLE TYPE CATEGORIZATION</th>
<th>TRANSIT PRIORITY</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image1.png" alt="Image" /></td>
<td><img src="image2.png" alt="Image" /></td>
<td><img src="image3.png" alt="Image" /></td>
<td><img src="image4.png" alt="Image" /></td>
<td><img src="image5.png" alt="Image" /></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>BUSES / BRT</th>
<th>PARKING PROVISIONS</th>
<th>MULTI-LEVEL PARKING LOTS</th>
<th>MULTI-MODAL INTEGRATION</th>
<th>ROAD-USER CHARGE</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image6.png" alt="Image" /></td>
<td><img src="image7.png" alt="Image" /></td>
<td><img src="image8.png" alt="Image" /></td>
<td><img src="image9.png" alt="Image" /></td>
<td><img src="image10.png" alt="Image" /></td>
</tr>
</tbody>
</table>

Legend:
- Green: Accounted for in MV Law
- Red: No provision / N.A.
<table>
<thead>
<tr>
<th>PASSENGER RIGHTS</th>
<th>INTRA-CITY (URB) TRANSPORT</th>
<th>INTER CITY TRANSPORT</th>
<th>RURAL TRANSPORT</th>
<th>NON-MOTORISED TRANSPORT</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image1" alt="Passenger Rights" /></td>
<td><img src="image2" alt="Intra-City Transport" /></td>
<td><img src="image3" alt="Inter City Transport" /></td>
<td><img src="image4" alt="Rural Transport" /></td>
<td><img src="image5" alt="Non-Motorised Transport" /></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PEDESTRIAN INFRASTRUCTURE</th>
<th>BICYCLE INFRASTRUCTURE</th>
<th>CYCLE RICKSHAWS/HAND-CARTS</th>
<th>ANIMAL DRAWN CARTS</th>
<th>SCHOOL CHILDREN/DISABLED PERSONS</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image6" alt="Pedestrian Infrastructure" /></td>
<td><img src="image7" alt="Bicycle Infrastructure" /></td>
<td><img src="image8" alt="Cycle Rickshaws/Hand-Carts" /></td>
<td><img src="image9" alt="Animal Drawn Carts" /></td>
<td><img src="image10" alt="School Children/Disabled Persons" /></td>
</tr>
</tbody>
</table>

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# Global Comparison of MV Acts – Drivers

<table>
<thead>
<tr>
<th>DRIVING LICENCING</th>
<th>DRIVER REGISTRATION</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image1.png" alt="Driving Licence" /></td>
<td><img src="image2.png" alt="Number Plate" /></td>
</tr>
<tr>
<td><strong>US</strong></td>
<td><strong>US</strong></td>
</tr>
<tr>
<td><strong>BR</strong></td>
<td><strong>BR</strong></td>
</tr>
<tr>
<td><strong>UK</strong></td>
<td><strong>UK</strong></td>
</tr>
<tr>
<td><strong>SI</strong></td>
<td><strong>SI</strong></td>
</tr>
<tr>
<td><strong>AUS</strong></td>
<td><strong>AUS</strong></td>
</tr>
<tr>
<td><strong>INDIA</strong></td>
<td><strong>INDIA</strong></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>DRIVER TRAINING</th>
<th>DRIVING RULES</th>
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</thead>
<tbody>
<tr>
<td><img src="image3.png" alt="Driver Training" /></td>
<td><img src="image4.png" alt="Speed Limit" /></td>
</tr>
<tr>
<td><strong>US</strong></td>
<td><strong>US</strong></td>
</tr>
<tr>
<td><strong>BR</strong></td>
<td><strong>BR</strong></td>
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<tr>
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<tr>
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<td><strong>INDIA</strong></td>
</tr>
</tbody>
</table>

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## Global Comparison of MV Acts – Infrastructure

<table>
<thead>
<tr>
<th>TRAFFIC RULES &amp; REGULATIONS</th>
<th>ROAD INFRA. DESIGN</th>
<th>HIGHWAYS</th>
<th>NATIONAL HIGHWAYS</th>
<th>STATE HIGHWAYS</th>
</tr>
</thead>
<tbody>
<tr>
<td>US</td>
<td>BR</td>
<td>UK</td>
<td>SI</td>
<td>AUS</td>
</tr>
<tr>
<td>INDIA</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>EXPRESSWAYS</th>
<th>OTHER MISC. HIGHWAYS</th>
<th>URBAN ROADS</th>
<th>ROAD CATEGORISATION</th>
<th>ROAD SAFETY</th>
</tr>
</thead>
<tbody>
<tr>
<td>US</td>
<td>BR</td>
<td>UK</td>
<td>SI</td>
<td>AUS</td>
</tr>
<tr>
<td>INDIA</td>
<td></td>
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</tr>
</tbody>
</table>

- **US BR UK SI AUS INDIA**: Accounted for in MV Law
- **US BR UK SI AUS INDIA**: No provision / N.A.
## Global Comparison of MV Acts – Regulation

<table>
<thead>
<tr>
<th>SAFETY AUDITS &amp; ACCIDENT DATA COLLECTION</th>
<th>SAFETY EDUCATION</th>
<th>SAFETY ENFORCEMENT</th>
<th>ROAD VEHICLE RESTRICTION</th>
<th>FARE</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image1.png" alt="Pie Chart" /></td>
<td><img src="image2.png" alt="Helmet" /></td>
<td><img src="image3.png" alt="No Drink &amp; Drive" /></td>
<td><img src="image4.png" alt="No Entry" /></td>
<td><img src="image5.png" alt="Ticket" /></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>FARE INTEGRATION, FIXATION/ CASHLESS</th>
<th>INFRASTRUCTURE FINANCING</th>
<th>SPEED LIMIT</th>
<th>USE OF TECHNOLOGY</th>
<th>STREET MAINTENANCE</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image6.png" alt="Percentage" /></td>
<td><img src="image7.png" alt="Plant Growth" /></td>
<td><img src="image8.png" alt="30 Speed Limit" /></td>
<td><img src="image9.png" alt="Security Camera" /></td>
<td><img src="image10.png" alt="Road Work" /></td>
</tr>
</tbody>
</table>

*Accounted for in MV Law*  
*No provision / N.A.*
ISSUES

- Separate or Omni Bus Act
- Inclusion or delegation
- Reach of the act
- Jurisdiction
## Functions and Responsibilities

<table>
<thead>
<tr>
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<tbody>
<tr>
<td></td>
<td>List I – Centre</td>
</tr>
<tr>
<td>1</td>
<td>Railways</td>
</tr>
<tr>
<td>2</td>
<td>Highways (National)</td>
</tr>
<tr>
<td>3</td>
<td>Shipping and Navigation on inland waterways (mechanically propelled)</td>
</tr>
<tr>
<td>4</td>
<td>Ports (Major)</td>
</tr>
<tr>
<td>5</td>
<td>Airways (aircraft, aerodromes)</td>
</tr>
<tr>
<td>6</td>
<td>National waterways (mech. propelled vessels)</td>
</tr>
</tbody>
</table>

**Missing Items:**
Road Safety, Multi-modal Transport, Traffic Management
## Road Transport and Safety Bill 2014 (Draft)

<table>
<thead>
<tr>
<th>Chapter</th>
<th>Content</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Preliminary</td>
</tr>
<tr>
<td>2</td>
<td>Motor Vehicle Regulation &amp; Road Safety Authority of India</td>
</tr>
<tr>
<td>3</td>
<td>Regulation of Motor Vehicle</td>
</tr>
<tr>
<td>4</td>
<td>Unified Driver Licensing System</td>
</tr>
<tr>
<td>5</td>
<td>Unified Vehicle Registration System</td>
</tr>
<tr>
<td>6</td>
<td>National Road Transport &amp; Multimodal coordination Authority</td>
</tr>
<tr>
<td>7</td>
<td>Public passenger transport</td>
</tr>
<tr>
<td>8</td>
<td>Public goods transport</td>
</tr>
<tr>
<td>9</td>
<td>Infrastructure &amp; Multimodal facilitation</td>
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<td>10</td>
<td>Road Safety &amp; Traffic Management</td>
</tr>
<tr>
<td>11</td>
<td>Insurance of Motor Vehicles against third party risks</td>
</tr>
<tr>
<td>12</td>
<td>Claims Tribunals</td>
</tr>
<tr>
<td>13</td>
<td>National Highway Traffic Regulation &amp; Protection Force</td>
</tr>
<tr>
<td>14</td>
<td>Offences and Penalties</td>
</tr>
<tr>
<td>15</td>
<td>Miscellaneous</td>
</tr>
</tbody>
</table>
Chapter 1: Preliminary
Vision

- Provide a framework for the safety of all road users in India, including vulnerable road users
- Enabling the development of a secure, efficient, cost-effective, sustainable and inclusive transport system for the movement of passenger and freight in the country
- Facilitate integration of various transport components that must collaborate to deliver a sustainable self-generating socio-economic ecosystem, which facilitates innovation in mechanically propelled vehicles
Chapter 2: Motor Vehicle Regulation & Road Safety Authority of India
Chapter 2: Motor Vehicle Regulation & Road Safety Authority of India

Key new concepts:

- National independent authority aiding the Government
- Overall coordination of road safety agenda as it is multi sectoral
- Accountability: transparent procedures, due process for making regulations
- Principle objective: vehicle regulation and eliminate practices adverse to transport and road safety
Structure of The Authority

PATRON (MINISTER M0RT&H)

CHAIRMAN

MEMBERS

TECHNICAL PANELS

ROADS STANDARDS

TRAFFIC MANAGEMENT

MOTOR VEHICLE INSURANCE

TESTING STANDARDS

TRANSPORT INFRASTRUCTURE
Chapter 3: Motor Vehicle Regulations
Chapter 3: Regulation of Motor Vehicle

Key new concepts:

- Principle objective: vehicle regulation and eliminate practices adverse to transport and road safety
- Function: make recommendations on
  - Vehicle regulation – construction, design, maintenance
  - Time bound method for type certification and deemed approval
    - easy adoption of innovative technology - new models, technologies, fuels in India, retrofitting technologies
  - Introduction of conformity certificate to liberalise the automotive components and spare parts
  - Crash testing and mandating standard safety equipment
CCI fines car makers $420 million for anti-competitive practices

CCI imposes Rs 2,545 crore penalty on 14 car makers

By Aditi Shah

New Delhi, Aug 26, 2014, PTI:

In the first major order against the auto sector, the Competition Commission today slapped a penalty of Rs 2,545 crore on 14 car makers, including Maruti Suzuki and Tata Motors, for violating trade norms in the spare parts and after services market.

Honda Siel Cars India, Volkswagen India, Fiat India Automobiles, BMW India, Ford India, General Motors India, Hindustan Motors, Mahindra & Mahindra, Mercedes-Benz India, Nissan Motor India, Skoda Auto India and Toyota Kirloskar Motor have also been penalised.

In a 215-page order, the Competition Commission of India (CCI) has imposed a penalty of Rs 695 crore on Maruti Suzuki, Rs 1,455 crore on Tata Motors, Rs 310 crore on Fiat India, Rs 220 crore on BMW India, Rs 140 crore on Ford India, Rs 200 crore on General Motors India, Rs 160 crore on Hindustan Motors, Rs 95 crore on Mahindra & Mahindra, and Rs 70 crore on Mercedes-Benz India, Nissan Motor India, Skoda Auto India and Toyota Kirloskar Motor.
CHAPTER 4: UNIFIED DRIVER LICENSING SYSTEM

Key new concepts:

- Person can have only one license
- Eligibility for license no longer linked to education
- Uniform License System:
  - Apply for licences anywhere in India
  - Standardised licence format all over India
- Tests of competence to be standardised across India, private sector participation
- Graduated Driving Licence System:
  - Learner → Full license
- Automated driver testing (Gujarat Model), reducing human discretion under PPP framework
- Suspension and cancellation based on offences
Two wheeler: Cost to build, operate, maintain for 5 years with a capacity of testing 400 drivers per day = Rs. 50 lacs
Four wheeler (car, jeep): Cost to build, operate, maintain for 5 years with a capacity of testing 200 drivers per day = 1 crore
Sarathi Program

Department of Road Transport & Highways
Vehicle Registration Application
VAHAN 1.2.66

STATE TRANSPORT DEPARTMENT, NEW DELHI ZONE, DELHI

SCREEN REPORT

Owner Details
Owner’s Name: SRAM INFOTECH PVT LTD
Ownership Code: FNM-02
Father’s Name: NA
Current Address: N-10/4 MUNSHI LAL BUILDING
City: NEWDELHI
Pin Code: 110001
Permanent Address: N-10/4 MUNSHI LAL BUILDING
City: NEWDELHI
Pin Code: 110001

Insurance Details
Insurance Company: BHARATIAXA GEN. INS.
Insurance Type: ""COMPREHENSIVE"
Insurance from: 21-Aug-2014 To 31-Jul-2015
Cover Note No: 214771

Vehicle Details
Chassis No: ARD2231029271962
Engine No: 2768231009330
Non-Transport Vehicles: L.M.V. (CAI)
Body Type: CAB SALOON
Make / Models: Mercedes benz India Ltd. 076
Registration Date: 31-Jul-2014
Hypothecated: Yes

Other Details
Vehicle Model: Mercedes benz 5500
Capacity - Seating: 4
Standing: 0
Weight - Unladen (kg): 2595
Reg.GVW (kg): 0
Cubic Capacity: 4663
Wheelbase: 0
No. of Cylinders: 8
Horse Power: 0
Fuel Type: Petrol

Symantec Endpoint Protection
Chapter 5: Unified Vehicle Registration System
Chapter 5: Unified Vehicle Registration System

Key new concepts:

▷ Singular database for all stakeholders - Manufacturer, transport authority, insurance service, taxation revenues & enforcement agencies

▷ Uniform Registration System:
  ▷ Registration number portability
  ▷ Unified and parameterized registration systems across states
  ▷ Unified application

▷ Registration linked with:
  ▷ Certificate of Fitness framework under PPP model
  ▷ Maintenance of appropriate insurance
  ▷ Offence linked to registration of vehicles

▷ Ease of vehicular transfer
Chapter 6: National Road Transport & Multimodal coordination Authority
Key new concepts:

- Facilitating ‘make in India’ vision
- National independent authority aiding the Government
- Accountability: transparent procedures, due process for making regulations
- Principle objective: planning and developing a framework for efficient movement of goods and passengers in safe, faster, cost effective and inclusive manner
- Developing a framework for managing interchange between road and other modes of transport
- Encouraging multimodal coordination to ensure better first & last mile connectivity
- Developing a uniform framework or guidelines for permit system
Chapter 7: Public passenger Transport
Chapter 7: Public Passenger transport

Key new concepts:

- Planning and development of schemes
- Rationalisation of permits –
  - removal of the nomenclature of stage and contract carriage
  - Inter state National Permit– scheduled services (all inter state passenger transport) or restricted scheduled services, or metered services based on scheme by National Authority
  - Intra state State Permit– scheduled services (more than 100 kms) or restricted scheduled services, or metered services based on scheme by State Authority as per guidelines of National Authority
- Principles of Taxation of Passengers under National Permit to be determined by Central Government
- Rationalisation of tariff setting
- Enabling smart cities by encouraging public transport and decogesting city core
Chapter 8: Public passenger Transport
CHAPTER 8: PUBLIC GOODS TRANSPORT

Key new concepts:

- Reducing the logistics cost of the freight by better planning & reducing bottlenecks
- Planning, development and identification of freight network
- New vehicle category as per global standards - trailer, semi trailer
- New framework for regulation of overloading – zero tolerance
- Developing a freight & road transport policy with statutory backing
- Principles of Taxation of Goods and livestock under National Permit to be determined by Central Government
Chapter 9: Infrastructure & Multimodal facilitation
Chapter 9: Infrastructure & Multimodal facilitation

Key new concepts:

- Set standard and guidelines for road infrastructure development, classification, design & construction specification
- Set standards and guidelines for safety and traffic management infrastructure
- Establish monitoring and evaluation system for setting and monitoring performance targets for state transit development program
- Enabling framework for creation of Warehouses & other facilities
Chapter 10: Road Safety & Traffic Control
Chapter 10: Road Safety & Traffic Management

Key new concepts:

- Improving road safety with clear laws and technology adoption
- Protection to all road users including vulnerable road users
- Special protection for Children, Safety of vehicles
- Restriction on number of passengers in/on motor vehicles
- Comprehensively addresses over speeding and drink-driving
- Cities above population 10 lacs to have automated enforcement system
Chapter 11: Insurance of Motor Vehicles against third party risks
Chapter 11: Insurance of Motor Vehicles against third party risks

Key new concepts:

- Necessity for third party insurance
- Duty to give insurance to customers
- Detailed Accident Investigation Report
- Payment of compensation on a structured formula
- Motor accident fund
Chapter 12: Claims Tribunals
Chapter 12: Claims Tribunals

Key new concepts:

- Improved case management systems of claims tribunal
- Compensation process:
  - Time bound application for production of claimants; settling and disposing matter, etc
- Relief to victims
**Insurance & Tribunals Process**

1. **Insurance Company Officer Intimated and Appointed**
2. **Detailed Accident Investigation Report (immediate)**
3. **Insurance Company to intimate to Claims Tribunal within 30 days**
4. **If no representation by Insurance Company, matter settled within 12 months**
Relief to victims

**Immediate Stabilization**
- Motor Accident Fund
- To be recouped by Insurance Company on settlement/award

**Insurance**
- Settlement
- Award by tribunal

**Hit and Run**
- GIC
- Motor Accident Fund
Chapter 13: National Highway Protection Force
Chapter 13: National Highway Traffic Regulation & Protection Force

Key new concepts:

- Central Force established for traffic enforcement exclusively on National Highways
- Functions include:
  - Enforcement of this Act
  - Investigation of road accidents on national highways
  - Maintenance and recalibration of all equipment required for free flow of traffic
  - Maintenance of traffic signs, & equipment for electronic enforcement
  - Secure medical attention to an injured victim
- Reducing highway terrorism
Chapter 14: Offences and Penalties
Chapter 14: Offences and Penalties

Key new concepts:

- Driver penalty points system:
  - Scale of penalty points corresponding to degree and nature of offence
  - Accumulation of penalty points can lead to further penalty of cancellation.
- Unified schedule of penalties: combination of
  - Fines ↔ Imprisonment ↔ Impounding vehicles ↔ Penalty points
  - Cancellation of licences/permits ↔ Compulsory training
- Deterrent fines to discourage road users from committing violations
- Schedule of offences & penalty points system: Amendment possible by Safety Authority
Chapter 15: Miscellaneous

Key new concepts:
- Provision for making rules
- Repeal of earlier act
- Transition phase
ISSUES

➤ Timelines
➤ Passage in parliament
➤ Interaction with State
➤ Implementation
➤ Creation of agencies
➤ Ambitious or Overambitious??
Thank you

abhatt@embarqindia.org