

**REPORT OF THE COMMITTEE APPOINTED BY GOVERNMENT OF INDIA,
MINISTRY OF ROAD TRANSPORT & HIGHWAYS TO CONSIDER SAFETY
OF OCCUPANTS OF 3-WHEELER AUTO RICKSHAWS IN COMPLIANCE TO
ORDER DATED 24.02.2012 OF HON'BLE HIGH COURT OF KARNATAKA IN
M.F.A. No.12034/05 (MV)**

The Hon'ble High Court of Karnataka at Bengaluru gave the following direction to the Central Government in their order dated 24th April, 2012 in M.F.A. No.12034/05 (MV) dated 24.02.2012:

“In short, it appears to me that the report of the committee is more farcical and therefore the Central government will be well advised to constitute a committee of technical experts in the field of automotive technology, so as to address the safety of passengers in these 3 wheelers, as also the capability of the said vehicle to ply on roads as well as state and national highways, keeping in mind the relevant factor as to how this vehicle passed the homologation test. Perhaps there may be a need to review the said test itself. It is needless to state that if the report of the committee points to certain inadequacies and infirmities, the rules governing 3 wheeler auto rickshaws plying on roads will also have to be suitably amended.

Central government is directed to put into effect the order of this court.”

In compliance of the above order, Government of India in the Ministry of Road Transport & Highways constituted a Committee consisting of the following vide their office order No.RT-11021/01/2011-MVL dated March, 23, 2012 read with corrigendum dated April 13, 2012:

i)	CEO & PD, NATRiP, New Delhi -	Chairman
ii)	Director, ARAI, Pune-	Member
iii)	Director, iCAT, Manesar -	Member
iv)	Director, CIRT, Pune -	Member
v)	Director, VRDE, Pune -	Member
vi)	Transport Commissioner, Maharashtra-	Member
vii)	Transport Commissioner, Karnataka -	Member
viii)	Transport Commissioner, Gujarat-	Member
ix)	Executive Director (Technical), SIAM, New Delhi	Member
x)	Director(RT), Ministry of Road Transport & Highways	Convenor-Member

2. Composition of the Committee was reviewed by the Ministry consequent upon Shri Nitin R. Gokarn taking over charge of the CEO&PD, NATRIP w.e.f. 14.9.2012. However, since the Committee under Shri Ambuj Sharma, Joint Secretary, Deptt. of Heavy Industries holding additional charge of CEO&PD, NATRIP had already done substantial work, Ministry of Road Transport & Highways decided to continue Shri Ambuj Sharma to head the Committee vide Order dated 19.10.2012.

3. The first meeting of the Committee was held on 16.04.2012. The Committee formed two Sub Groups, as follows, for an in-depth examination of all relevant issues:-

i) **Sub Group-I** headed by Shri Shrikant Marathe, Director, ARAI was set up to review the existing provisions of CMVRs relating to homologation and also the current certification procedure. The sub-group was to make recommendations for improvement in the safety standards as well as certification procedure. The Sub Group-I comprised of following:

1. Shri Shrikant Marathe, Director, ARAI - Chairman
2. Sh. U.K.Bhatt, GM, iCAT - Member
3. Sh. D.P. Saste, Head (Safety and Homologation)- Member
4. Sh. S.U.Khan, Tech. Officer, VRDE - Member
5. Sh. Vinod Kumar, Scientist 'C' VRDE - Member
6. Sh. Pankaj Karan, Manager, SIAM - Member

ii) **Sub Group-II** headed by Shri U. D. Bhargava, Director (RT) was to study whether the three wheelers are fit to ply on the State Highways as well as National Highways and whether the plying of three wheelers on the highways poses a safety hazard. The Sub-Group-II comprised of the following:

1. Sh. U.D.Bhargava, Director (RT), MoRTH - Chairman
2. Sh. R.P. Khandelwal, CGM (RS), NHAI - Member
3. Sh. V.N.More, Transport Commissioner, Maharashtra - Member
4. Sh. T.Sham Bhatt, Transport Commissioner, Karnataka - Member
5. Sh. J.P. Gupta, Transport Commissioner, Gujarat - Member
6. Sh. Atanu Ganguly, Director, SIAM - Member

4. The second meeting of the Committee was held on 10.7.2012 to consider the reports submitted by Sub Group-I and Sub Group II.

4.1 The Committee observed that the Sub Group-I had not clearly brought out the tests or specifications which were adequate or which need to be further improved. The Sub-Group was requested to submit its clear recommendations in this regard within the next ten days.

4.2 The recommendations made in the report of Sub Group-II were considered and adopted with some editorial changes.

4.3 In the meeting held on 10.7.2012, with the permission of the Committee, a presentation on the safety features of a new category of vehicles proposed for inclusion in CMVRs, namely quadricycle, was also organized. The Committee was informed that this particular vehicle proposed to be brought out under the category of 'Quadricycle' had almost all the safety features of the 3-wheeler auto rickshaw and, in addition, some safety features over and above auto rickshaw. This vehicle had a close body structure with lockable doors which would prevent overloading; it had a hard top and safety belt for driver as well as for other occupants, both in the front seat as well as in the rear seats; two headlamps to enhance front visibility; proper signaling devices and wiper; closed luggage space incapable of being misused to accommodate passengers. Since it is a 4-wheeled vehicle, it may have higher stability as compared to 3-wheeled vehicle. Most importantly, while there are currently no crash standards for 3-wheeler auto rickshaws, the vehicle