

**SPECIAL SCHEME FOR MOTOR ACCIDENT CLAIMS**  
**FORMULATED BY DELHI HIGH COURT**

1. Road accidents are a human tragedy which involve enormous human suffering and they impose huge socio-economic costs in terms of untimely deaths, injuries and loss of potential income. The ramifications of road accidents can be colossal and its negative impact is felt not only on individuals and their families but also on the economy. Road safety is an important issue of national concern.
2. India has a dubious distinction of having the highest number of road accidents. According to the latest Report of Ministry of Road Transport and Highways, 4,49,002 road accidents were reported in 2019 resulting in 1,51,113 deaths and 4,51,361 injuries i.e. an average of one road accident every 1.17 minute resulting in one death every 3.47 minute, which is the highest in the world.
3. The problem is acute for most of the victims of the road accidents who are poor persons walking on the road or riding on bicycles/scooters. The victims of the road accident need the compensation immediately. The death of the sole bread-earner of the family leaving behind old and infirm parents, helpless wife, and minor children leads them to starvation.
4. Till June, 2009, the victims of road accidents were not given the compensation without filing a claim petition before the Motor Accidents Claims Tribunal even if the vehicle was validly insured. Consequently, the victims were forced to file an application for compensation before the Motor Accident Claims Tribunal and were entangled in an unnecessary, lengthy and costly litigation. Further, the law as it stood, required the claimant to prove that the driver of the offending vehicle was guilty of

rash and negligent driving. The burden thus placed was very heavy and difficult to be discharge by the claimants. The records of the police investigation were not made available to the Tribunal. Due to inordinate delay in the disposal of the petition before the Motor Accident Claims Tribunal, the urgently needed relief to the claimants was not available for several years. Further time was taken in appeals. All along, the victims had to carry on without any relief.

5. On 21<sup>th</sup> December, 2009, Delhi High Court, in ***Rajesh Tyagi v. Jaibir Singh***, IV (2010) ACC 859, formulated a Special Scheme for time bound settlement of motor accident claims within 90 to 120 days which was implemented w.e.f. 02<sup>nd</sup> April, 2010. About 21,820 accident cases were reported in Delhi between 02<sup>nd</sup> April, 2010 to August, 2012 out of which the Claims Tribunals awarded compensation in 10,762 cases within 90 to 120 days by following the Special Scheme. The Special Scheme revolutionized the motor accident compensation law inasmuch as the claimants received the compensation within 120 days of the accident without the need of filing a claim petition.

6. The Delhi High Court has gradually improved the aforesaid Scheme by various orders to ensure that the procedure for settling the claims of victims of road accident is hassle free, just and expeditious. Human lives are precious and all possible care needs to be taken to ensure that the victims receive timely relief after road accidents. The Supreme Court has directed the Delhi High Court model to be implemented all over the country.

7. In ***Jai Prakash v. M/S. National Insurance Co.*** SLP (C) No 11801-11804/2005, the Supreme Court vide order dated 13<sup>th</sup> May 2016

directed all States to implement the *Claims Tribunal Agreed Procedure* formulated by Delhi High Court on 16<sup>th</sup> December, 2009 through the Motor Accident Claims Tribunals in coordination with the Legal Service Authorities as well as the Director General of Police of the respective States.

8. Delhi High Court modified the *Claims Tribunal Agreed Procedure* vide order dated 12<sup>th</sup> December, 2014. Vide order dated 06<sup>th</sup> November, 2017 in *Jai Prakash v. M/S. National Insurance Co.* SLP (C) No 11801-11804/2005, the Supreme Court modified its order dated 13<sup>th</sup> May, 2016 and directed all States to implement the *Modified Claims Tribunal Agreed Procedure* formulated by Delhi High Court on 12<sup>th</sup> December, 2014. The copy of the *Modified Claims Tribunal Agreed Procedure* was directed to be circulated to the Registrar General of each High Court for necessary compliance.

9. Vide order dated 07<sup>th</sup> December, 2018, the Delhi High Court further modified the *Claims Tribunal Agreed Procedure* to incorporate the directions contained in orders dated 15<sup>th</sup> December, 2017, 18<sup>th</sup> January, 2018, 09<sup>th</sup> March, 2018, 01<sup>st</sup> May, 2018, 20<sup>th</sup> July, 2018 and 07<sup>th</sup> September, 2018. The *Modified Claims Tribunal Agreed Procedure (MCTAP)* is part of the order dated 07<sup>th</sup> December, 2018.

10. In *M. R. Krishna Murthi v. The New India Assurance Co. Ltd.* SLP (C) No 31521-31522 of 2017, the Supreme Court vide judgement dated 05<sup>th</sup> March, 2019 noted that there was no proper implementation of *Claims Tribunal Agreed Procedure* by the Claims Tribunals at all India level in terms of the directions of the Supreme Court in *Jai Prakash v. M/S. National Insurance Co.* (Supra). The

Supreme Court directed NALSA to take up the matter and monitor the compliance in co-ordination and co-operation with the various High Courts. The Supreme Court directed the State Judicial Academies to sensitize the Presiding Officers of Claims Tribunal, Senior Police Officers of the State Police as well as Insurance Company for implementation of the *Claims Tribunal Agreed Procedure*. The Supreme Court also directed the Claims Tribunals in the entire country to implement *MACAD Scheme* contained in the order dated 07<sup>th</sup> December, 2018 and directed the twenty one banks to implement the same on all India basis.

11. On 08<sup>th</sup> January, 2021, Delhi High Court modified the earlier Schemes and issued a new *Scheme for Motor Accidents Claims* which has been implemented from 02<sup>nd</sup> April, 2021. As per the new Scheme:-

- (i) The Investigating Officer shall intimate the accident to the Claims Tribunal by submitting *First Accident Report (FAR)* in **Form-I** within 48 hours of the accident.
- (ii) The driver and owner of the offending vehicle shall submit **Form-II** and **III** respectively within 30 days of the accident.
- (iii) The Investigating Officer shall submit the *Interim Accident Report (IAR)* in **Form-V** before the Claims Tribunal within 50 days of the accident.
- (iv) The victims(s) shall submit **Form-VIA** and **VIB** within 60 days of the accident.
- (v) The Investigating Officer shall submit the *Detailed Accident Report (DAR)* in **Form-VII** before the Claims Tribunal within 90 days of the accident.

(vi) The Insurance Company shall submit their response before the Claims Tribunal in **Form-XI** within 30 days of receipt of **DAR**. If the liability is admitted and amount offered by the Insurance company is fair, the consent award shall be passed within 6 months of the accident. However, if the amount offered is not fair, the Claims Tribunal shall pass the award within 9 months of the accident. If the liability is disputed, the Claims Tribunal shall conduct an inquiry and pass the award within 12 months of the accident.

12. The salient features of the new *Scheme for Motor Accident Claims* are as under : -

*I. The Investigating Officer shall intimate the accident to the Claims Tribunal by submitting **First Accident Report (FAR)** in **Form - I** within 48 hours of the intimation of the accident. If the particulars of insurance policy are available, the intimation of the accident in **Form - I** shall be given to the Nodal Officer of the concerned Insurance Company of the offending vehicle. The Investigating Officer shall furnish the copy of FAR to the victims as well as DSLSA. The Investigating Officer shall furnish the copy of FAR to Delhi State Legal Services Authority (DSLSA). The particulars of the accident shall also be uploaded on the website of Delhi Police.*

*II. The driver of the vehicle(s) involved in the accident shall furnish the relevant information namely his name, age, gender, income, driving license, period of validity of license, vehicle registration number, particulars of the owner and insurance of the vehicle etc., to the Investigating Officer in **Form-III** within 30 days of the accident.*

*III. The owner of the vehicle(s) involved in the accident shall furnish the relevant information namely particulars of the driver, particulars of the insurance policy, particulars of permit and fitness etc. in **Form - IV** to the Investigating Officer within 30 days of the accident.*

IV. The Investigating Officer shall submit **Interim Accident Report (IAR) in Form - V** before the Claims Tribunal within 50 days of the accident.

V. The Victim(s) of the accident shall furnish the relevant information and the documents to the Investigating Officer in **Form - VIA and VIB** within 60 days of the accident.

VI. The Investigating Officer shall furnish the copy of the **Victim's Forms** along with the documents to the Insurance Company of the offending vehicle along with DAR whereupon the Insurance Company shall verify the information and documents furnished by the victim(s) within 30 days of the receipt of the DAR.

VII. The Investigating Officer shall send the copy of the **Victim's Form - VIB** to the Child Welfare Committee along with DAR whereupon the Child Welfare Committee shall conduct an inquiry to ascertain whether the child/children of the victim(s) is/are in need of protection and care in terms of the Juvenile Justice (Care and Protection of Children) Act, 2015.

VIII. The Investigating Officer shall complete the investigation of the criminal case and file the Report under Section 173 CrPC before the Metropolitan Magistrate within 60 days of the accident.

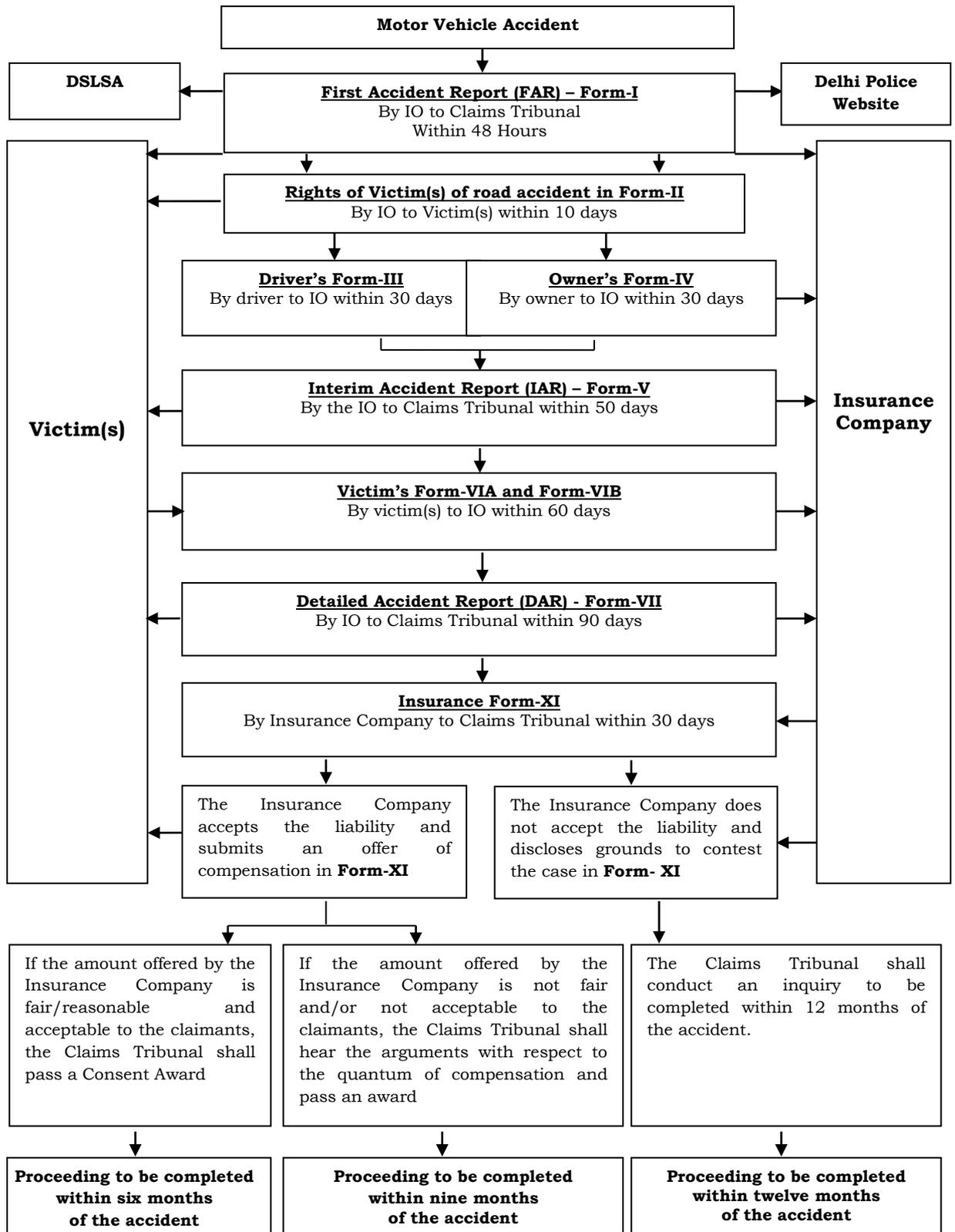
IX. The Investigating Officer shall complete the verification of the information and documents furnished by the driver and owner of the vehicle(s) and submit the DAR with the Claims Tribunal in **Form - VII** within 90 days of the accident.

X. In the event of failure of the driver(s), owner(s), Insurance Company and/or claimant(s) to disclose any relevant information and documents, the Investigating Officer shall seek necessary directions from the Claims Tribunal whereupon the Claims Tribunal shall direct the parties in default to submit the requisite Form i.e. **Driver's Form - III, Owner's Form - IV or Victim's Form - VIA and VIB**, along with the relevant documents directly with the Claims Tribunal within 15 days.

XI. The Insurance Company shall examine the DAR and shall submit its decision before the Claims Tribunal in **Form - XI** within 30 days of the receipt of the copy of the DAR from the Investigating Officer.

*XII. After the conviction of the accused in the criminal case, the learned Metropolitan Magistrate shall send the copy of the judgment as well as the affidavit of the accused with respect to his assets and income to DSLSA whereupon DSLSA shall conduct a summary inquiry and submit a **Victim Impact Report (VIR) in Form - XII** before the learned Metropolitan Magistrate within 30 days in terms of the Full Bench judgment of this Court in **Karan v. State NCT of Delhi**, Crl.A.352/2020 decided on 27<sup>th</sup> November, 2020.”*

**FLOW CHART OF SCHEME FOR MOTOR ACCIDENT CLAIMS**



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\* **IN THE HIGH COURT OF DELHI AT NEW DELHI**

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**Date of Decision: 8<sup>th</sup> January, 2021**

+ FAO 842/2003

RAJESH TYAGI & ORS.

..... Petitioners

Through:

versus

JAIBIR SINGH & ORS.

..... Respondents

Through:

Mr. Kirtiman Singh, Standing Counsel for Central Government with Mr. Waize Ali Noor, Advocate.

Mr. Rahul Mehra, Standing Counsel for Delhi Police with Mr. Chaitanya Gosain, Advocate and Mr. Rajesh Deo, DCP-Legal Cell (PHQ) of Delhi Police

Mr. H.S. Phoolka, Senior Advocate as Amicus Curiae.

Mr. Sidharth Luthra, Senior Advocate as Amicus Curiae with Mr. Arjun, Advocate

Mr. Vikas Pahwa, Senior Advocate as Amicus Curiae with Mr. Sumer Singh Boparai, Advocate

Mr. Satyam Thareja, Advocate as Amicus Curiae

Mr. Rajshekhar Rao, Advocate as Amicus Curiae with Ms. Aanchal Tikmani, Advocate

Ms. Prabhsahay Kaur, Advocate for Bachpan Bachao Andolan with Ms. Sampurna Behrua, Director (Legal) of Bachpan Bachao Andolan

Mr. S.P. Jain, Advocate for Go Digit GIC

Mr. Gautam Jha, Advocate for GIC



Mr. Navneet Kumar, Advocate for  
Bharti Axa GIC Ltd. and Magma HDI  
Mr. Ankit Kalra, Advocate for ICICI  
Lombard GIC Ltd.  
Mr. Deepak Gupta, Advocate for  
HDFC Ergo

**CORAM:**  
**HON'BLE MR. JUSTICE J.R. MIDHA**

### **J U D G M E N T**

1. In *Concord of India Insurance Co. Ltd. v. Nirmala Devi*, (1979) 4 SCC 365, *Justice Krishna Iyer* observed as back as in the year 1979 that an explosive escalation of automobile accidents accounts for more deaths than the most deadly diseases which has become a lethal phenomenon on Indian roads everywhere. *Justice Krishna Iyer* further observed that automatic reporting of the accident by the police in a statutory *pro-forma* signed by the claimants to the Claims Tribunal would banish the legal delays in this compassionate jurisdiction. The relevant portion of the judgment is as under:

“1. An explosive escalation of automobile accidents, accounting for more deaths than the most deadly diseases, has become a lethal phenomenon on Indian Roads everywhere. The jural impact of this tragic development on our legislatures, courts and law enforcing agencies is insufficient, with the result that the poor, who are, by and large, the casualty in most of these cases, suffer loss of life or limb and are deprived of expeditious legal remedies in the shape of reasonably quantified compensation promptly paid — and this, even after compulsory motor insurance and nationalisation of insurance business. The facts of these special leave petitions which we dismiss by this order, raise two serious issues which constrain us to make a speaking order. The first deals with legal rights, literacy in the case of automobile accidents and the processual modalities which secure redressal of grievances. The second

relates to the consequences of negligence of counsel which misleads a litigant into delayed pursuit of his remedy.

2. Medieval roads with treacherous dangers and total disrepair, explosive increase of heavy vehicles often terribly overloaded and without cautionary signals, reckless drivers crazy with speed and tipsy with spirituous potions, non-enforcement of traffic regulations designed for safety but offering opportunities for systematised corruption and little else and, as a cumulative effect, mounting highway accidents demand a new dimension to the law of torts through no fault liability and processual celerity and simplicity in compensation claims cases. Social justice, the command of the Constitution is being violated by the State itself by neglecting road repairs, ignoring deadly overloads and contesting liability after nationalising the bulk of bus transport and the whole of general insurance business. The jurisprudence of compensation for motor accidents must develop in the direction of no-fault liability and the determination of the quantum must be liberal, not niggardly since the law values life and limb in a free country in generous scales. In the present case, a doctor and his brother riding a motor cycle were hit by a jeep driver and both were killed. The fatal event occurred in November 1971, but the Motor Accident Claims Tribunal delivered judgment five years later awarding sums of Rs 80,000 and Rs 73,500 to the two sets of claimants.

3. The delay of five years in such cases is a terrible commentary on the judicial process. If only no-fault liability, automatic reporting by the police who investigate the accident in a statutory pro-forma signed by the claimants and forwarded to the tribunal as in Tamil Nadu and decentralised empowerment of such tribunals in every district coupled with informal procedures and liberation from court fees and the sophisticated rules of evidence and burden of proof were introduced — easy and inexpensive if the State has the will to help the poor who mostly die in such accidents — law's delays in this compassionate jurisdiction can be banished. Social justice in action is the measure of the State's constitutional sensitivity.”

(Emphasis supplied)

2. India has a dubious distinction of having the highest number of road accidents. According to the latest Report of Ministry of Road Transport and Highways, 4,49,002 road accidents were reported in 2019 resulting in 1,51,113 deaths and 4,51,361 injuries i.e. an average of one road accident every 1.17 minute resulting in one death every 3.47 minute, which is the highest in the world. Road accidents are a human tragedy which involves enormous human suffering and they impose huge socio-economic costs in terms of untimely deaths, injuries and loss of potential income. The ramifications of road accidents can be colossal and its negative impact is felt not only on individuals and their families but also on the economy. Road safety is an important issue of national concern.

3. Vide judgment dated 16<sup>th</sup> December, 2009, hereinafter referred to as ***Rajesh Tyagi - I***, this Court formulated the *Claims Tribunal Agreed Procedure* for time bound settlement of motor accident claims within 90 to 120 days which was implemented w.e.f. 02<sup>nd</sup> April, 2010. In Delhi alone, about 21,820 accident cases were filed between 02<sup>nd</sup> April, 2010 to August, 2012 out of which the Claims Tribunals awarded compensation in 10,762 cases within 90 to 120 days by following the *Claims Tribunal Agreed Procedure*. The *Claims Tribunal Agreed Procedure* has revolutionized the motor accident compensation law inasmuch as the claimants get the compensation within 120 days of the accident without the need of filing a claim petition.

4. In ***Rajesh Tyagi - I***, this Court directed Delhi Police to prepare *Accident Investigation Manual* to implement the *Claims Tribunal Agreed Procedure* in pursuance to which the Delhi Police prepared *Accident Investigation Manual* which was accepted on 17<sup>th</sup> March, 2010. Relevant

portion of the order dated 17<sup>th</sup> March, 2010 is reproduced hereunder:-

*“1. The learned amicus curiae has examined the Manual for training of Investigating Officers prepared by the Delhi Police. The Court has also examined that Manual which is very comprehensive and satisfactory. The Manual prepared by the Delhi Police is accepted. The Delhi Police has done a commendable work in compilation of Manual for training of the Investigating Officers. The learned Additional Standing Counsel for Delhi Police submits that the Manual has been prepared by the team of police officers headed by Mr. Dharmender Kumar, Joint Commissioner, New Delhi Range”*

5. In **Mayur Arora v. Amit**, 2011 (1) TAC 878, this Court noted that Delhi Police issued a Standing Order No. 157 of 2008 on 14<sup>th</sup> August, 2008 and also prepared *Accident Investigation Manual* and Check-list for investigation of motor accident cases. The operative portion of the *Accident Investigation Manual*, Standing Order No. 157 of 2008 and Check-list of Delhi Police are **Annexures II, III & IV** respectively to the judgment of **Mayur Arora v. Amit** (supra). Relevant portion of the judgment is as under:-

*“16.1. The Delhi Police has issued Standing Order No.157/2008 with respect to the investigation of road accident cases on 14th August, 2008. The Delhi Police has also prepared a Manual for investigation of motor accident cases in pursuance to the directions issued by this Court in the case of **Rajesh Tyagi vs. Jaibir Singh, FAO.No.842/2003**. The Delhi Police has also compiled a check list for investigation of the accident cases. The police shall follow the same while investigating the motor accident cases. The copies of the operative portion of the Manual, Standing Order and the checklist of Delhi Police are attached to this order as Annexures II, III & IV respectively for ready reference by the Claims Tribunals.”*

6. In **Rajesh Tyagi –I**, this Court considered the suggestions of Dr. Arun Mohan, learned *Amicus Curiae* and directed Delhi Police to incorporate

them in the training manual. Relevant portion of the judgment dated 16<sup>th</sup> December, 2009 is reproduced hereunder:

*“13. Mr. Arun Mohan, Senior Advocate has some suggestions for the Delhi Police for expeditious investigation of the accident cases. The suggestions of Mr. Arun Mohan are as under:-*

***First :** “Today, there are more drivers on the road carrying a mobile phone than perhaps those carrying a (genuine) driving licence. This phenomenon can be utilised for the purposes of investigation of motor accidents.*

*The Police Control Room can set up a Cell for Accident Identification with a dedicated telephone number (having several lines) to which the Investigating Officer deputed to investigate an accident upon reaching the spot can make calls and it would register the number from which the calls are coming and the time as part of its call listing of received calls. Upon reaching the spot, the Investigating Officer (or the PCR Van) should take possession of the mobile phones of all concerned – driver, occupant/s, victim/s. Thereupon the Investigating Officer should make calls to the aforesaid designated police telephone number in the following order:*

- 1. from his own (Investigating Officer’s) mobile phone;*
- 2. from the driver’s mobile (If the driver is carrying more than one mobile phone, such phone calls be made from each of the phones.);*
- 3. from the mobile phones of the occupant/s of the car; and*
- 4 from the victim’s mobile phone.*

*After these calls, there be another call from the Investigating Officer’s mobile phone to this number to signify the end of series. Appropriate system to bunch these calls can be easily engineered. The necessary information (call details) can then be transferred to the electronic case file which is opened for the particular accident.*

*To be doubly sure, the Investigating Officer may also call his own number from the driver’s mobile phone. If no number is displayed, the Investigating Officer ought to seize the mobile phone.*

*Identification of the mobile phones in use at the time of the accident and accessibility through the service provider to driver's (and others') location and call listings for the preceding period will give law enforcement a much stronger hand. And more importantly, prevent false claims when there has not been any accident or injury.*

***Second:****An Insurance Company must know about an accident immediately upon its occurrence so that it can make the necessary investigations. Presently, the insurance company comes in picture when the claim petition is filed and by that time the evidence can be created to convert a non-motor accident (or even a non-accident) into a motor accident. Evidence is also created of income levels so as to inflate the quantum.*

*As a solution to this, the Delhi Police needs to create a Website to which the Investigating Officer in the field can connect and so can insurance companies from their own computers.*

*The 'information' sent by the Investigating Officer to this Website – preferably on an electronic interactive form – will include details such as: motor vehicle registration number, chassis number, engine number, vehicle make, model, colour, type, etc; particulars of the owner such as his address, mobile telephone, occupation, etc.; driver's registered address and driving licence number; the police station within the jurisdiction of which the accident took place; description of the spot where the accident occurred; the other persons involved in the accident; brief cause of the accident; casualties occurred; insurance policy number; particulars of the insurance company, etc. Only as many as are available at that time can be filled in [Computer matching enables a few fields to be filled in and then it automatically shows up reasonably complete groups/fields (as suggestions/options) which include what was a possible error in the original keying-in.]. The Investigating Officer's mobile number and e-mail will also be entered.*

*Once the police starts placing this information on the web (which it can do virtually automatically within one hour of the accident) along with the time and location, and name of the insurance company (even two or three names may be given), the insurance company/ies can download this data (every hour) and search through their own database. The moment there is any matching / flagging, it can revert to the concerned Police Station on e-mail and to the Central Office, and even to the Investigating Officer.*

*Most of this exercise can be done by the computers automatically which (in absence of exact match) will give out (display) even particulars of similar vehicles in respect of which policies have been issued. So done, there is no reason why within a few hours of the accident, the insurance file cannot be reached and contact with the Investigating Officer made. The insurance companies can then depute their own field-agent to join in the investigations.*

*The insurance companies will have to fine-tune their own database of the policies which they have issued so that the necessary search and correlation can be made almost instantaneously. The idea is that in this computer day and age, the insurance companies must perform their task with diligence, and in the shortest of time get in touch with the AIO. Thus, the insurer has no longer to wait for summons from the MACT to know of the accident.*

**Third :** *The Delhi Police needs to prepare and make available to all Investigating Officers:*

- 1 Motor Accident Investigation Manual;*
- 2 Comprehensive set of questionnaire forms; and*
- 3 Instruction notes (as leaflets) for use of victims / witnesses,*

*which the Investigating Officer can use for gathering information on the spot and even distributing (the forms and notes) to the victims / witnesses, and receiving information from them.*

*More importantly, the Investigating Officer must also bestow some attention on what could have prevented the accident and prepare a note to that effect for being filed with the Central Office.*

*Lastly The police could consider making available web-connected (Fourth) mobile phones with camera which can take photographs of the vehicle, number-plate, chassis-number-plate, driver, victim and electronically transmit these to the Central Police website / computer.*

*Ideally, alongside recording the statement of the witnesses in the case diary (under Section 161 Cr.P.C., these can be video-recorded at the site, and the CD preserved as part of the case file.*

*In future, we can have palm tops to scan the licence and thumb impression of the driver as also the thumb impression of the victim/s together with high resolution photographs and automatic GPS based location marker and time print [also stated as latitude and longitude as degree, minutes and seconds].*

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*17. The Delhi Police shall prepare a Motor Accident Investigation Manual which shall incorporate the suggestions given by Mr. Arun Mohan and shall place the same before this Court.”*

*(Emphasis Supplied)*

7. On 14<sup>th</sup> February, 2020, this Court directed Delhi Police to implement the aforesaid suggestions recorded in **Rajesh Tyagi – I** w.e.f. 15<sup>th</sup> April, 2020. Relevant portion of the order dated 14<sup>th</sup> February, 2020 is reproduced hereunder:

*“7. This Court is of the view that all the suggestions recorded in para 13 of the judgment dated 16<sup>th</sup> December, 2009 are necessary to be implemented. The Delhi Police is directed to implement para 13 of the judgment dated 16<sup>th</sup> December, 2009 with effect from 15<sup>th</sup> April, 2020.”*

8. On 14<sup>th</sup> February, 2020, this Court directed the pilot project mentioned in the order dated 13<sup>th</sup> December, 2019 to be implemented in respect of death cases in motor accidents in New Delhi District w.e.f. 15<sup>th</sup> April, 2020. Relevant portion of the judgment dated 14<sup>th</sup> February, 2020 is

reproduced hereunder:

*“12. The pilot project mentioned in the order dated 13<sup>th</sup> December, 2019 is directed to be implemented in respect of death cases in a motor accident in New Delhi District with effect from 15<sup>th</sup> April, 2020. The Investigating Officer shall expeditiously (on the date of accident) upload FORM – I of the order dated 07<sup>th</sup> December, 2018 (Intimation of the Road Accident by the Investigating Officer to the Claims Tribunal and the Insurance Company) and the photographs of the accident site in respect of all the accidents relating to the death of a person in a road accident in New Delhi District on the mobile application (if the Mobile application is not set up by 15<sup>th</sup> April, 2020, then to the dedicated phone number to be provided by GIC). Upon receipt of such intimation, the GIC shall immediately nominate/appoint a surveyor as well as Investigator to visit the site. The Investigator shall verify all relevant facts relating to the accident whereas the surveyor shall inspect the vehicle. The investigator shall submit a report with respect to the negligence of the driver of the offending vehicle as well as the name, age, occupation, income and family members of the deceased victim and other relevant details whereas the surveyor shall submit a report with respect to the mechanical inspection about accident to the concerned Insurance Company. The Investigator and Surveyor shall carry out their work without interfering in the work of the Investigating Officer. The Investigating Officer shall collect the relevant documents, verify the same and submit a Detailed Accident Report (DAR) to the Claims Tribunal as expeditiously as possible. If the Insurance Company is satisfied with respect to the negligence of the offending vehicle, the concerned insurance company shall compute the compensation and submit a report to the Claims Tribunal in FORM – III of the order dated 07<sup>th</sup> December, 2018 as expeditiously as possible. The Claims Tribunal shall decide such cases as expeditiously as possible, preferably within 30 days from the date of accident.”*

9. Vide order dated 18<sup>th</sup> January, 2018, this Court directed Delhi Police to implement the **Detailed Accident Report** (hereinafter referred to as **DAR**) procedure on the same lines as is being done in Tamil Nadu. On 14<sup>th</sup>

February, 2020, it was submitted on behalf of Delhi Police that a web based mobile application has to be developed to comply with the above directions. This Court constituted a Committee to develop the mobile/web application. Relevant portion of the order dated 14<sup>th</sup> February, 2020 is reproduced hereunder:

*“8. Vide order dated 18<sup>th</sup> January, 2018, this Court directed Delhi Police to implement the DAR procedure on the same lines as is being done by the Tamil Nadu. However, the same has not been done till date. Delhi Police is directed to implement para 3 of the order dated 18<sup>th</sup> January, 2018 with effect from 15<sup>th</sup> April, 2020. The Delhi Police is at liberty to the assistance of Ms. Seema Agarwal, I.P.S. who was instrumental in implementation of the Special Scheme in Tamil Nadu under the orders of Madras High Court. Para 3 of the order dated 18<sup>th</sup> January, 2018 is reproduced hereunder:*

*“3. In **Cholamandalam MS General Insurance Company Ltd. v. The Inspector of Police**, 2017 SCC OnLine Mad 3860: (2017) 5 CTC 355, Justice P.N. Prakash of Madras High Court has passed directions for implementation of the DAR procedure by directing the registration of FIRs and uploading of DAR and the relevant data on the website of Tamil Nadu Police for the immediate access of the same by the Claims Tribunals, Legal Services Authority, Insurance Companies and the litigants/claimants. This Court is of the view that it would be appropriate for the Delhi Police to implement the DAR procedure on the same lines in which it is being implemented in Tamil Nadu. Delhi Police may seek necessary assistance, if required, from the Tamil Nadu Police in this regard. Relevant portion of the judgment dated 12<sup>th</sup> September, 2017 is reproduced hereunder: -*

*6. The Supreme Court has taken note of the DAR regime or Agreed Procedure as it was christened, forming part of the order dated 13/5/2016 as Ex.R5 in Jai Prakash vs. National Insurance Co Ltd., and made it applicable Pan India by virtue of its orders. This Court took note of the said development and directed the Director General of Police to implement the DAR regime within the State of*

Tamil Nadu also. It is in furtherance to these developments that circular dated 2/1/2017 came to be issued by the Office of the Director General of Police. The DAR regime was conceived and tweaked and implemented thanks to the proactive ways of the Delhi High Court and in particular the passionate involvement from Justice J.R.Midha, it became a practical reality within Delhi on and from 1/2/2015.

7. It is pertinent to note that Delhi High Court put together the DAR regime and devised the Agreed Procedure for implementation, not only for the purpose of expeditious disposal of motor accident claims but also to ensure that false and fabricated claims or manufacture of false records were avoided. While the Motor Vehicles Act, 1988, has provided the basic framework for the filing of a motor accident claim in the pursuit of just compensation, it is the Delhi Motor Accidents Claims Tribunal Rules, 2008, which related to the actual procedure for conduct of the proceedings before the Claims Tribunals at Delhi.

8. The Delhi High Court conceived and devised DAR regime or Agreed Procedure, forming part of order dated 13/5/2016 in *Jai Prakash vs. National Insurance Co. Ltd.* of the Apex Court as Ex.R5, now forms part of the Delhi MACT Rules, 2008, as notified by Delhi administration. It is this Ex.R5 which is now made applicable Pan India by the Supreme Court by its orders.

9. The DAR regime in Delhi is implemented physically. It is a manually devised procedure/regime which is in vogue in Delhi. It is gathered that there are only 6 Motor Accidents Claims Tribunals, in all, in Delhi and specific Police Stations which capture the FIRs relating to the accidents arising thereto. So, manual implementation of DAR is plausible and within a controllable geographical construct. But, in the course of these proceedings, the Tamil Nadu Police administration brought to the notice of this Court that already the State Crime Records Bureau, under the aegis of the Office of the Director



General of Police, was already in the midst of developing a software, since 2014, for the purpose of registering FIRs and uploading data and controlling the regime related to it, on online basis in Tamil Nadu (on Tamil Nadu Police website-www.eservices.tnpolice.gov.in). SCRB was already in the course of fine-tuning this online regime, which was deemed fit and proper to tap into for an online DAR regime, for all practical purposes rather than a physical regime. This Court chose to allow the embracing of technology already in place, for implementing the DAR regime as the way to go. Such online mechanism did not, in any way, detract from the mandated implementation of the DAR regime and instead, it enhanced the value and utility arising from its operation. In the face of the that there are 1,827 Police Stations, including 200 All Women Police Stations (AWPS), 266 Traffic Police Stations and 27 Police Out Posts, as per Government of Tamil Nadu Tamil Nadu Police Policy Note-2016 and there are in all 1,014 courts in the State, of which, around 289 are Claims Tribunals, and also more than 1/3 of them as Judicial Magistrates, as per Government of Tamil Nadu Policy Note 2016-17, physical implementation of the DAR regime would stretch the available manpower and resources and make it difficult for sure and strict compliance. Incidentally, on enquiry, this Court is proud to be informed that after Delhi, pursuant to the orders of the Apex Court, only in Tamil Nadu, DAR regime has come to be implemented in the entire country and Tamil Nadu can pride itself of the technology marvel. Access to hundreds of Police Stations, Claims Tribunals, Judicial Magistrate Courts, Legal Service Authorities, a key to the efficacy of the implementation of DAR regime, has become a realizable reality thanks in the main to the online platform. The SCRB initiative, plugged into, needs commendation on every count.

#### SOFT VERSION OF DAR REGIME

11. While so, as far as Tamil Nadu is concerned, SCRB

was already engaged in developing its online platform in relation to criminal law jurisdiction, right from the registration of FIRs and beyond. When the order of this court dated 17/8/2016 came, it was a timely one for the SCRB and the Office of the Director General of Police to tweak the developing online platform to cater to the implementation of the DAR regime. This Court saw immense merit in the said practice and readily allowed the dispensation to go online as a soft version of the DAR regime, for all round benefit.

12. SCRB took the trouble of demonstrating its online platform as captured in the circular dated 2/1/2017 of the Office of the Director General of Police to this Court and this Court was satisfied, as duly recorded, in its order dated 5/1/2017 that DAR regime was an online platform based implementation in lieu of the physical or manual version of it, as practised in Delhi. A run through of the DAR compilation, in its online avatar of SCRB, would reveal that every syllable or information required to be compiled (as per Annexure Ex.R5) identified in order dated 13/05/2016 of Supreme Court in Jai Prakash vs. National Ins Co Ltd. is put together online itself. The DAR regime as implemented in Tamil Nadu is nothing but a soft version of the hard version of it in Delhi.

13. Technology is the way to go. Digitisation is the key for advancement in the lives of human beings too. E-Courts are here to stay. Ordinary litigants are able to access the case details and status thereof and even tuck into the daily orders or final orders, have easy access, from the confines of their homes. There is a certain element of open and transparent regime infusing the needed dose of it in the administration of justice. Motor accidents claims require a huge dose of it, no doubt about the same. Victims of motor accidents or claimants, as the case may be, already traumatized would hugely benefit if the compilation of documents required to pursue a claim for just compensation are readily accessible to them. Equally, if the stakeholders thereto,

be it owners/drivers of motor vehicles or insurance companies or transport corporations, are provided ready access, the documentation, investigated independently and verified for veracity, it would go a long way in enabling early closure of claims, even by way of compromise. That is actually the purport and import of the order dated 13/5/2016 made in Jai Prakash vs. National Insurance Co. Ltd. of the Apex Court. That is more than adequately achieved by the DAR regime and when it is an online platform and technology-driven, its impact could be immediate and immense.

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#### BENEFITS OF E-PLATFORM

15. We live in technological times. Law may be last and lagging in embracing technology. But benefits of tapping into technology would enhance the benefits flowing from judicial administration. It may be trite to lay down the benefits as they are too well known and obvious. This Court is aware of the decision in United India Insurance Co. Ltd. v. Sagikor Capital Life Insurance Co. Ltd. [2013 (2) CTC 408 (Mad.)] where a suggestion was made by this Court for payment of court fees online. Taking cue, Notifications have been issued pursuant to the amendments to the law for payment of court fees online. Yet, it is reported that E-payment of court fee regime is not in yet, and it may be time for the powers that be to complete the circle for ushering in the era of transparency in a key area. No wonder, this Court, vide dated 20/7/2015 in Royal Sundaram Alliance Ins Co. Ltd. vs E Priya (CMA No. 1298/2015) and in Oriental Insurance Co. Ltd. vs. Rajesh (CMA No. 428/2016 dated 11/3/2016), has mandated the use of Digital transfer or NEFT/RTGS transfer of compensation payable by insurance companies and transportations to be deposited into the accounts of the courts directly and also disbursement of compensation to claimants/victims also by a similar transfer to their bank accounts. The claimants are required to furnish as part of the claim



documents, their bank account details and even PAN Card and (where they are possessed of it) and this enables Direct Bank Transfer to the accounts of the claimants/victims. The claimants/victims get to handle the compensation sums by themselves and exercise full control of it, without fear of 'leakage' which was rampant in this jurisdiction. In fact, this Court feels that be it a motor accident claim or a land acquisition claim or even a matrimonial dispute or any litigation involving the need for deposit and disbursement, time may have come to digitize the operations for easy and smooth transfer and an open, transparent regime. Sunlight, they say, is the sure and certain disinfectant. It may be a fit and proper circumstance for the Hon'ble Chief Justice and Court administration to come up with a comprehensive directive for implementing this Direct Benefit or Bank transfer regime, across all jurisdictions involving and requiring similar deposit of sums and disbursement of it akin to motor accident claim jurisdiction and also expedite the E-court Fee regime and possibly an E filing of cases too. This suggestion is placed with utmost respect before the Hon'ble Chief Justice for appropriate consideration.

16. In addition to the above, in the field of motor accidents claims, this Court has also introduced a regime of reference of injured claimants to District Medical Boards for issuance of certificate of disability for uniform, consistent assessment. By order in CMA No.2380/2015 dated 12/4/2016 in Tata AIG General Ins Co. Ltd. vs. Prabhu, this new dispensation was put in place as of 1/8/2016. While clarifying the purport and import of the said order, by order dated 25.11.2016, this Court, while reiterating and commending the regime, also suggested use of digital way for transfer of medical records and receipt of certificates of disability. The utility of a techno-savvy platform was highlighted.

17. A combined reading/implementation of DAR regime – which is a technology platform, allied with reference of

*the victims to Medical Board, as a matter of rule for availing certificates of disability, and on grant of just compensation, the transfer of the same as digital transfer to the bank accounts of the victims, would be a huge and transformational change. Providing such avenues may not suffice. The stakeholders need to be made aware of and be ready and willing to take full advantage of it. Once there is exposure and experience of this well-oiled systemic change, the benefits that flow to ease the lives of the traumatized victims would be immense and deserving. In fact, this Court feels that the courts below, which are the beneficiaries to this ready access, need to be sensitized to its uses and benefits and SCRB even took the initiative of a Lecture-Demonstration to Judicial Officers in Chennai and its suburbs at the Tamil Nadu State Judicial Academy. May be, it would make sense to introduce and familiarize the concerned Judicial Officers, elsewhere in Tamil Nadu also, with this new technological regime, which if accessed by them with intent and alacrity, would enable them to advance in their careers too with a better performance. Ultimately, Justice Hand could be falsified by Courts of Law turning into “Courts of Justice” after all.*

#### **INITIAL IMPLEMENTATION OF DAR REGIME**

*18. By order dated 13/4/2017, this Court while recording the chronology of events, also adverted to the role that technology played and could play in the administration of justice vis a vis a series of verdicts from the Supreme Court as well. It therefore readily commended the SCRB on line platform for implementing the DAR regime. The online platform has gone live from 1/3/2017 and it has been opened up for insurance companies and transport corporations. Till date, this Court is informed that 13 insurers have registered themselves and are regularly making use of the uploaded data. Transport Corporations, to whom also this service was extended, have also sought registration for availing this facility. As far as Motor Accidents Claims Tribunals are concerned,*

289 of them have been given links, as well as 58 Legal Service Authorities by SCRB till date, thanks to the IT efforts of this Court and the service is available for them for free. Equally, it is gathered that between 1/3/2017 and 11/09/2017, around 18,000 claims related data, have been uploaded and made accessible to the stakeholders, in question. DAR compilation as mandated by law, is an online reality and instead of the physical version as in Delhi, now, the version in Tamil Nadu is a soft one. Counsel for insurance companies have expressed satisfaction at the performance of the platform thus far and readily admit that it has enabled the insurers to handle claims better, with confidence, and made it possible to seek closure also early.

19. The order dated 13/5/2016 of the Apex Court made in *Jai Prakash vs. National Insurance Co. Ltd.* vide implementation of the DAR regime, is now a reality in Tamil Nadu, not in the physical or hard copy format but an online version of it. This Court is immensely satisfied that the online version is an improved version and not a belittled version and DAR compilation is in accord with the legal mandate. Instead of physically compiling the documents and capturing the information, SCRB is uploading the data for ready access of the stakeholders. Even assuming that the Claims Tribunals were actually not registering claims upon such uploaded DAR regime, they have no hurdle to download the compilation, register the case, give it a number and issue notices to the parties therein and process and dispose of the claim as if a claim petition was filed, wherever claims have not already been filed. The physical filing of the DAR compilation is replaced in Tamil Nadu by the online avatar, in precept, but, in practice, it is but implementation of DAR regime as it is perceived and mandated to be. SCRB deserves wholehearted appreciation for its readiness to comply with the legal mandate and tweaking their online platform to put in place a version to accommodate the DAR regime without

any let or hindrance. Hats off to all those who are involved and engaged in this noble endeavour for the larger interest of the affected victims.

20. Motor accidents jurisdiction is quite peculiar from the point of view of specialised practitioners in Tamil Nadu. It has been brought to the notice of this Court in course of demonstration of DAR compilation and settlement of 7 claims on that basis and the Delhi regime where the DAR report when filed being registered as a claim petition, that in Tamil Nadu, scope or need for such filing/registration of MCOPs based on DAR compilation, seems otiose or meaningless. Even well before the DAR compilation is made and uploaded, however fast, within even 30 days and 60 days in many a case, already claim petitions get filed before Claims Tribunals and advocates are already on record. It is as if along with first-aid to the traumatized victims, vakalats are obtained and claims filed in Tamil Nadu, as a matter of rule and the Police administration is even put on notice of the advocates-on-record even while they upload the data in this DAR regime. So, this Court is satisfied that online implementation of DAR does not, in any way, detract from the merits of the DAR regime from its physical filing format. Hence, the online version of DAR regime, as implemented in Tamil Nadu, passes the crucible of being an online version of DAR regime (in line with Ex.R5 as in order dated 13/05/2016 of the order of the Supreme Court in Jaiprakash v National Ins. Co. Ltd.) In fact, as times move, this Court is inclined to believe that this online version may be the way to go for implementation of DAR regime and SCRB may have a 'saleable product' on their hands to offer to other States across India, who also may come within the binding mandate for implementation of the DAR regime. Possibly, if the Apex Court was put on notice of this online version of DAR regime implementation, they may well commend its replication for rest of India, considering the keenness of the Apex Court in embracing



technology.

**FULL FLEDGED IMPLEMENTATION OF DAR REGIME:**

21. While the Motor Accidents Claims Tribunals were afforded access first, and then Legal Services Authorities, and then insurance companies and transport corporations, SCRB took time to provide access to the victims/claimants and owners/drivers (who could be christened as accused at one level). SCRB has now completed the circle by providing access to the last segment also at a low price on and from 31/8/2017, within the promised dateline or mandated timeline of this Court. It adds a feather to the cap of SCRB for not only conceiving this facility but ensuring its implementation without any time overruns as well. Tamil Nadu Police can take pride that they have met the mandate of law and leading the way as the first and only State as on date in implementation of DAR regime.

22. The claimants/victims and owners/drivers, when they are registered and their details captured with mobile numbers, are given an One Time Password (OTP) with which they can have access to the uploaded DAR compilation for a small fee of Rs.10/- per document. In fact, if there is proper marketing of this dispensation and the ordinary citizen becomes aware, possibly, just possibly, the sale and purchase of victims as commodities may cease and the claimants/victims may get full control over their lives and claims to seek their own counsel and file claims of their choice, rather than being peddled as commodities for a price, immediately upon an accident, and being more often than not compelled, to file claims through a select community of practitioners who dominate the jurisdiction. So, the benefits flowing from this DAR regime are limitless except that it is for the stakeholders to appreciate, assimilate, understand and utilize it to their benefit. SCRB may be doing their job by uploading the data and offering it on a platter to the stakeholders, all of them, in particular, the



*claimants/victims, at their door step. If the claimants/victims become aware of this facility and wait a wee bit, they can avoid themselves being sold as “commodities”, since access to documentation under the DAR regime is within their grasp to take full control of their claims. But, if the claimants/victims fail or refuse to take advantage of this wonderful dispensation, we would still not be failing in our duty, for claimants/victims may be failing themselves. We can take the horse to the water but it is for the horse to drink for we cannot coerce it into doing so.*

**EXTENSION OF DAR REGIME TO VICTIM COMPENSATION SCHEME:**

*23. Thus, SCRB seems to have complied with the mandate of law in the implementation of the DAR regime. This Court sought to tweak the DAR regime for the benefit of the victims in relation to Sec.357-A of Cr.P.C. vis-a-vis Tamil Nadu Victim Compensation Scheme, 2013 as well. SCRB has merely to provide access to the Judicial Magistrates handling the crimes relating to motor accidents for them to make use of the same in assessment and award of compensation. In effect, any which way the DAR regime could be implemented effectively and put in place, in its online avatar, as distinguished from the physical form as enacted in Delhi, has been accomplished thanks to the innovative and endeavouring ways of SCRB.*

**SUMMATION:**

*24. The journey this Court set off on 17/8/2016 has now culminated with a Status Report from SCRB dated 08/09/2017. In paragraph no.10 of the status report, it is indicated that, as directed by this Court, extension of services is being made to State Transport Corporations also. While so, letter dated 08/09/2017 in Rc.No.D-X/2386/SCRB/2016, has been brought to the notice of this Court that such services have now been extended to State Transport Corporations also. This letter shall form part and parcel of the status report. Hence, the circle is*



*now complete. It is now a recorded and realistic fact that DAR regime is in vogue, up and running as mandated by the order of the Supreme Court dated 13/5/2016 and as triggered within this State by orders of this Court. The DAR regime, as practiced and implemented with SCRB at the apex, is a vastly improved and improvised version of the DAR regime as on online platform. It is no different from the DAR regime in its physical format, in content. The online platform vis-a-vis DAR regime went live from 1/3/2017. It has granted access to Claims Tribunals, Legal Services Authority and insurance companies and transport corporations on and from 1/3/2017 itself. Thereafter, now, SCRB has completed the compliance with their obligation by providing access to the claimants/victims and owner/drivers as well on and from 31/8/2017. It is good that the implementation of the DAR Regime and allied facility, have been publicized on 31/8/2017 in all districts of Tamil Nadu and in Chennai on 1/9/2017, under the leadership of the respective Commissioners of Police. Good causes should never shun publicity and instead, ought to embrace it for widening the base and its sphere of influence, in public interest. The online platform, SCRB suggests is running well and the stakeholders are by and large satisfied. Insurance companies appear to be the largest beneficiaries in having DAR regime documentation on their tables at the click of a key and it is only but fair that they use it not to their advantage exclusively but be forthcoming to try and compromise as many accident claims as possible to ease the pressure on the existing pendency. Hope the insurers would reciprocate the benefits that have come their way since the litigation they mounted has culminated in these developments. In any new concept and compliance, with a high end technological tweak, there is bound to be technical glitches which SCRB promises will be attended to all the time. They have as a permanent fixture provided the name, address and identity of the entity who would be*



*available on line to attend to grievances and redressal thereof.*

*25. In fine, this Court is more than satisfied that SCRB has, in fact and reality, implemented the DAR regime as they were obliged to, but as an online platform. The form is different from Delhi, which is physical. In all other respects, the content being one and the same, the SCRB effort is a sure shot improved one and possibly worth replicating Pan India. In fact, if the Apex Court becomes aware of this online venture of the implementation of DAR regime, it may even consider recommending its implementation across India, as being paperless is the way to go, as the Apex Court has itself demonstrably noted on 3rd July, 2017, going paperless itself on a trial run basis. SCRB has done a commendable job of what it was directed to do and one fervently hopes that all the stakeholders would take full advantage of what is on offer for the lasting benefit of the community of motor accidents victims, to seek early closure of their claims for just compensation and to come out of a traumatized event and circumstances, as early as possible and possibly rid the jurisdiction of the pernicious practice of false and fabricated motor accidents claims and falsification of records. A successful uploading and implementation of DAR regime would be testimony to the orders of the Apex Court in commending its application throughout India.*

*26. With these words, this Court commends the application of DAR regime as proposed for the entire State in its online version as constituting full compliance with the mandate of the decision of the Supreme Court dated 13/5/2016 in Jai Prakash vs National Insurance Co. Ltd. and as per the directions of this Court commencing from 16/8/2016 and culminating in this order. This Court commends the efforts of all those involved in implementation of the DAR regime and taking strenuous efforts to make a success of the regime for the lasting benefit of the innocent motor accidents victims to deliver on the promise of social justice as a*

*Constitutional principle.*

*(Emphasis Supplied)*

9. *Mr. Rajesh Deo, learned DCP, Legal Cell present in Court submits that it is necessary to develop a web based mobile application to comply with the directions of this Court.*

10. *A Committee comprising of Mr. S.S. Rathi, Registrar of Supreme Court; Mr. Rahul Mehra, Senior Standing Counsel for Delhi Police; Mr. Rajesh Deo, DCP (Legal Cell), Delhi Police; and Mr. Satyam Thareja, learned amicus curiae is constituted for development of the mobile/web application in consultation with all the stakeholders. Mr. S.S. Rathi, Registrar, Supreme Court shall be the Convenor of the said Committee and first meeting shall be convened within three weeks.”*

10. In *Mayur Arora v. Amit* (supra), this Court explained the scope of inquiry under Sections 168 and 169 of the Motor Vehicles Act as under:-

*“10.1. The inquiry contemplated under Section 168 of the Motor Vehicles Act, 1988 is different from a trial. The inquiry contemplated under Section 168 of the Motor Vehicles Act arises out of a complaint filed by a victim of the road accident or an AIR filed by the police under Section 158(6) of the Motor Vehicles Act which is treated as a claim petition under Section 166(4) of the Motor Vehicles Act. These provisions are in the nature of social welfare legislation. Most of the victims of the road accident belong to the lowest strata of the society and, therefore, duty has been cast upon the police to report the accident to the Claims Tribunal and the Claims Tribunal is required by law to treat the Accident Information Report filed by Police as a claim petition. Upon receipt of report from the police or a claim petition from the victim, the Claims Tribunal has to ascertain the facts which are necessary for passing the award. To illustrate, in the case of death of a victim in a road accident, the Tribunal has to ascertain the factum of the accident; accident having being caused due to rash and negligent driving; age, occupation and income of the deceased; number of legal representatives and their age. If the claimants have not produced copies of the record of the criminal case before the Claims Tribunal, the Claims Tribunal is not absolved from the duty*

*to ascertain the truth to do justice and the Claims Tribunal can summon the investigating officer along with the police record.”*

11. In *Mayur Arora v. Amit* (supra), this Court laid down the following principles relating to the nature of inquiry under Sections 168 and 169 of the Motor Vehicles Act:

*“13.1. On a fair reading of the statute, the wide power given to the Tribunal, the absence of ‘onus’ upon the claimant, the general position of the claimants and their wherewithal with the social obligation of the welfare State, all indicate that the procedure of the Claims Tribunal has to be Inquisitorial though keeping in view that most other procedures in the country are Adversarial, it would be proper to conceive and put in practice something which is a mix of the two.*

*13.2. To explain the difference, the Claims Tribunal would not be simply passive, give both the parties sufficient opportunity to adduce evidence, and at the end of the ‘trial’ announce who has won. At the same time, he will not assume the role of investigator and of the prosecutor apart from being the Judge in the Inquisitorial system.*

*13.3. Even in the pure Adversarial (where, in the past, the Judge remained passive and even in civil and criminal litigation), there has been a slow and steady move towards more active participation of the Judge. There have been two factors. The first is to do greater justice by removing imbalance between the two parties (and their lawyers); and the second is to more efficiently manage the cases and bring about efficiency*

*13.4. The proceedings before the Claims Tribunal are more of an Inquiry rather than an Adversarial trial. In other words, it is not that the claimant has to allege everything which the insurance can (without bothering to ascertain the facts) deny everything and then the Court expects proof of one and every allegation made in the claim petition.*

13.5. *Keeping in view the wording of the statute, the use of the phrase 'hold an inquiry' as also particularly the absence of the word 'trial' and; the larger purpose of the statute as demonstrated by the Statement of Objects and Reasons; observation into what has gone on; the type of the claimants; the type of the issues; and the need to bring about efficiency, procedure as are tailored to the subject has to be evolved by the Claims Tribunal.*

13.6. *The nature of the claims before the Claims Tribunal do not vary as widely as they do before a Civil Court, and there is an element of stereotype in them.*

13.7. *The facts which are to be ascertained are usually known and it is to be found out whether those facts exist or do not exist. It is only in that sense that an Inquiry is to be carried out.*

13.8. *Most of these facts are such which are to be proved by documents, generally as copies of records. If these are listed and summoned so that they are before the Claims Tribunal, it can make a world of a difference.*

13.9. *There is a distinction between proof of a document and what the document proves. Some of the documents can be taken at their face value. In fact, the onus is reversed so that the evidence in proof can be asked only if there is specific denial. The photocopies of documents or entries from the Transport Department can be presumed as correct leaving the onus to disprove on one who disputes it. Every document produced does not require a proof as if it were an unregistered Will leaving a large estate to an outsider.*

13.10. *If an allegation is denied, the respondent must state his reasons for the denial and if necessary, put forward his own version of events. Subject to certain exceptions, the general rule is that if a defendant fails to deal with an allegation, it is to be taken as an admission.*

13.11. *If following this procedure which is generally collection of documents, a case appears to be one which can be disposed of at the*

*first hearing, it should be so disposed of. There can, however, be cases where there is need for further inquiry. But that will have to depend upon whether a sufficient defence has been raised.*

*13.12. If the case needs further inquiry, the Court may frame issues. Issues help as a signpost to how the matter has to be proceeded with. They are signposts of topics (facts). However, before the issues, if a prefatory note on the facts which are not in dispute or not sufficiently in dispute or facts that can be taken judicial notice of, is made, the controversy stands narrowed down, the issues are more accurately framed and serve a greater purpose.*

*13.13. The present practice of framing the issues in a wide form calls for a change. Instead, what the Claims Tribunals as a part of 'following such procedures as it thinks fit' should do is to first go through the file and identify: (i) the chain of material facts and events (most of which are ordinarily not disputed); (ii) the scope of defences that are permissible; (iii) the factual questions that survive for decision; (iv) the missing links, and (v) the points of law which will need application to the facts and determination. After putting down a page or two of written material to depict the aforesaid, and also narrow down the controversy, frame pointed issues which bring out the factual and legal questions. The onus of the sub-issues has to be more correctly placed. The defence expected has to be not a mere denial but a positive one after the Respondents have investigated. The scope of the issues when framed could be narrow and not wide.*

*13.14. It is not always that if issues have been framed, further evidence is required. The matter can be disposed of after hearing the arguments based on the material on record or some evidence on a specific point may be called for. In any inquiry, there is also a duty of the Court to see that the evidence which could have been brought is brought so that justice is done. A template for a judgment keeping in view the various types of cases that come, can be developed by Claims Tribunal in consultation with each other and then slowly perfected over time.*

13.15. *For these issues, a form which is more of a checklist can be developed and the Claims Tribunal can simply correlate the claim, the response and the material on record and then come to a conclusion whether any issue arises or is to be treated as an admitted fact or what could be the pointed issue that is to be framed.*

13.16. *These principles may be kept in mind by the Claims Tribunals while dealing with the motor accident claim cases.”*

12. In *Mayur Arora v. Amit* (supra), this Court summarized the procedure of proceedings before the Claims Tribunal in para 14 of the judgment which has to be followed by the Claims Tribunal while conducting an inquiry.

13. In order dated 07<sup>th</sup> December, 2018, this Court laid down the following guidelines for assessment of functional disability of the claimant(s) in injury cases :

“26. **Guidelines for assessment of functional disability of the claimant in Injury Cases**

26.1 *All injuries or permanent disability arising from the accident do not result in loss of earning capacity.*

26.2 *The percentage of permanent disability with reference to the whole body of a person should not be mechanically assumed to be equal to the percentage of loss of earning capacity. The percentage of loss of earning capacity is not the same as the percentage of permanent disability (except in cases, where the Tribunal on the basis of evidence, concludes that percentage of loss of earning capacity is the same as percentage of permanent disability).*

26.3 *The doctor, who treated or examined the injured-claimant and subsequently assessed the permanent disability, can give evidence of his medical opinion with regard to the extent of permanent disability. However, the percentage of loss of earning capacity is to be assessed by the Claims Tribunal by taking into consideration various other factors as mentioned below.*

26.4 *The same percentage of permanent disability may result in different percentage of loss of earning capacity in different persons,*

*depending upon the nature of profession, occupation or job, age, education and other relevant factors.*

*26.5 Ascertainment of the effect of the percentage of permanent disability on the actual earning capacity (percentage of loss of earning capacity) involves three steps:*

*(i) The Tribunal has to first ascertain what activities the claimant could carry on in spite of the permanent disability and what he could not do as a result of the permanent disability (this is also relevant for awarding compensation under the head of loss of amenities of life).*

*(ii) The second step is to ascertain his avocation, profession and nature of work before the accident, as also his age.*

*(iii) The third step is to find out whether :*

*a) The claimant is totally disabled from earning any kind of livelihood, or*

*b) Whether in spite of the permanent disability, the claimant could still effectively carry on the activities and functions, which he was earlier carrying on, or*

*c) Whether he was prevented or restricted from discharging his previous activities and functions, but could carry on some other or lesser scale of activities and functions so that he continues to earn or can continue to earn his livelihood.*

*26.6 The Claims Tribunal may consider co-opting or taking the opinion of a medical expert from any Government Hospital for taking assistance in assessing the functional disability. However, cases in which medical expert is co-opted, should be taken by the Claims Tribunal at a designated time so that the doctor is not made to wait. The proceedings for assessment of the functional disability of the claimant with the assistance of a medical expert should preferably be conducted in camera and counsel for insurance company and authorised representative of the insurance company be permitted to remain present.*

*26.7 The photographs of the injured portion should be taken on record in every injury case and a reasoned finding should be recorded in respect of the functional disability in terms of the principles laid down by the Supreme Court in **Raj Kumar v. Ajay Kumar**, (2011) 1 SCC 343.*

26.8 *The photographs of the injured portion of the claimant should be annexed to the award to enable the Appellate Court to peruse the same in the event of the award being challenged. However, the photographs should not be uploaded on the website of the Court.*

26.9 *In MAC.APP.1134/2017, this Court formed a Committee to frame guidelines for fixing the cost of artificial limbs for the victims of motor accidents. On 07<sup>th</sup> September, 2018, a list of cost of prosthetic limbs was prepared by the Committee which was submitted to this Court which has been circulated to the Claims Tribunals vide order dated 07<sup>th</sup> September, 2018. The Claims Tribunal shall consider the same while awarding the cost of prosthetic limbs.”*

14. In ***Jai Prakash v. National Insurance Co.***, S.L.P. (C.) 11801-11804/2005, the Supreme Court vide order dated 13<sup>th</sup> May 2016 directed all States to implement the *Claims Tribunal Agreed Procedure* formulated by Delhi High Court in ***Rajesh Tyagi - I*** through the Motor Accident Claims Tribunals in co-ordination with the Legal Services Authorities as well as the Director General of Police of the respective States. The relevant part of the said order is reproduced hereunder:-

*“Insofar as the said suggestion is concerned, learned Solicitor General drew our attention to the response filed before us on behalf of the General Insurance Council, in particular paragraph 4, which states that presently the procedure suggested in Paragraph 23 is being followed by the Insurance Companies in Delhi by way of a Scheme called “Claims Tribunal Agreed Procedure” which was formulated by the Delhi High Court in the judgment dated 16.12.2009 passed in FAO No.842 (sic) of 2003 in Rajesh Tyagi & Ors. v. Jaibir Singh & Ors. It is also mentioned therein that Tribunal as well as the Legal Service Authority are taking effective steps to implement the said procedure, which is being carried out in the National Capital Territory of Delhi. In paragraph 5, it is further submitted that since this procedure has been successful in Delhi it can be extended on pan India basis. The agreed procedure has also been filed as Annexure R5 with the response filed on behalf of the General Insurance Council.*

We have also perused the procedure, which has been placed before us as Annexure R5 with the response which, in our view, appears to be a comprehensive one and that we can issue further directions to the Registrar General of the Delhi High Court to ensure that procedure is strictly followed insofar as Delhi is concerned and also circulate the said procedure to all the other High Courts and the Registrar General of all the other High Courts are directed to ensure that the said procedure is implemented through the Motor Accidents Claims Tribunals in coordination with the Legal Service Authorities as well as the Director General of Police of the States concerned.

The Registry of the Supreme Court is directed to forward a copy of this order along with Annexure R5 (pages 32 to 46 in the response filed on behalf of the General Insurance Council) to all the High Courts including the Delhi High Court to ensure compliance of the present order.”

(Emphasis Supplied)

15. On 12<sup>th</sup> December, 2014, this Court modified the *Claims Tribunal Agreed Procedure*. The order dated 12<sup>th</sup> December, 2014 is hereinafter referred to as ***Rajesh Tyagi - II***.

16. In ***Jai Prakash v. National Insurance Co.*** (supra), the Supreme Court vide order dated 06<sup>th</sup> November, 2017 directed all States to implement the *Modified Claims Tribunal Agreed Procedure* formulated by this Court in ***Rajesh Tyagi - II***. The copy of the *Modified Claims Tribunal Agreed Procedure* was directed to be circulated to the Registrar General of each High Court for necessary compliance. The relevant part of the said order is reproduced hereunder:-

*“It is also pointed out by learned amicus curiae that the order passed by Justice Midha referred to in our order of 13<sup>th</sup> May, 2016 was actually modified by Justice Midha on 12<sup>th</sup> December, 2014.*

*The order dated 13<sup>th</sup> May, 2016 will, therefore, stand modified to the extent that Justice Midha has himself modified his earlier order*

on 12<sup>th</sup> December, 2014.

*The Registry will send a copy of this order as well as the order passed by Justice Midha on 12<sup>th</sup> December, 2014 to the Registrar General of each High Court for necessary information and compliance.”*

17. On 07<sup>th</sup> December, 2018, this Court further modified the *Claims Tribunal Agreed Procedure* to incorporate the directions contained in orders dated 15<sup>th</sup> December, 2017, 18<sup>th</sup> January, 2018, 09<sup>th</sup> March, 2018, 01<sup>st</sup> May, 2018, 20<sup>th</sup> July, 2018 and 07<sup>th</sup> September, 2018. The *Modified Claims Tribunal Agreed Procedure* (MCTAP) is part of the order dated 07<sup>th</sup> December, 2018, hereinafter referred to as ***Rajesh Tyagi - III***.

18. In ***M. R. Krishna Murthi v. The New India Assurance Co. Ltd.***, 2019 SCC OnLine SC 315, the Supreme Court vide judgment dated 05<sup>th</sup> March, 2019 noted that there was no proper implementation of *Claims Tribunal Agreed Procedure* by the Claims Tribunals at all India level in terms of the directions of the Supreme Court in ***Jai Prakash v. National Insurance Co.*** (supra). The Supreme Court directed NALSA to take up the matter and monitor the same in co-ordination and co-operation with the various High Courts. The Supreme Court directed the State Judicial Academies to sensitize the Presiding Officers of Claims Tribunal, Senior Police Officers of the State Police as well as Insurance Companies for implementation of the *Claims Tribunal Agreed Procedure*. The Supreme Court also directed the Claims Tribunals in the entire country to implement ***MACAD Scheme*** contained in ***Rajesh Tyagi - III*** and directed the twenty one banks to implement the same on all India basis. The relevant part of the said judgment is reproduced hereunder:-

“32) *Notwithstanding, the aforesaid ADR methods, adjudicatory*

process before the MACTs is indispensable. There cannot be a guarantee that 100% cases would be settled through mediation or Lok Adalat. Therefore, there is a dire need for deciding these cases without delays and within reasonable period. The Delhi High Court has given few judgments providing for mechanism to speed up the disposal of such cases and to ensure that schemes are settled within a period of 90/120 days from the date of accident. In nutshell, these directions include that on the occurrence of accident, the police which comes into the picture in the first instance, should complete the investigation and along with filing of FIR before the concerned Court of Metropolitan Magistrate, copies are sent to MACT as well as Insurance Company also. Insurance Company is supposed to look into the same to find out as to whether the claim is payable and within 30 days it should respond to MACT and once all these documents are before the MACT in the form of evidence etc. as well it would enable the MACT to decide the case within 30 days. The case where entire procedure is articulated is judgment dated 16<sup>th</sup> December, 2009 in FAO No. 842 (sic) of 2003. This Court has also given its imprimatur in Jaiprakash v. National Insurance Company (SLP (Civil) No. 11801-11804 of 2005) in its order dated 13<sup>th</sup> May, 2016....

xxx

xxx

xxx

33) Vide order dated 6<sup>th</sup> November, 2017 in Jaiprakash case, this Court modified its order dated 13<sup>th</sup> May, 2016 and directed all States to implement the Modified Claims Tribunal Agreed Procedure formulated by Delhi High Court on 12<sup>th</sup> December, 2014. The copy of the Modified Claims Tribunal Agreed Procedure was directed to be circulated to the Registrar General of each High Court for necessary compliance.....

xxx

xxx

xxx

34) This needs to be followed at All India Level. NALSA should take up and monitor the same as well in coordination and cooperation with various high courts to facilitate the same.

xxx

xxx

xxx

37) Thus, direction for implementation of the 'Claims Tribunal Agreed Procedure' which is substituted by modified procedure, as noted above, are already there. However, we find that there is no proper implementation thereof by the Claims Tribunals. We, thus, direct that there should be programs (sic) from time to time, in all



State Judicial Academies to sensitizing the presiding officers of the Claims Tribunals, Senior Police Officers of the State Police as well as Insurance Company for the implementation of the said Procedure.

38) The Modified Claims Tribunal Agreed Procedure as approved by High Court of Delhi in its aforesaid order dated 7<sup>th</sup> December, 2018 has the propensity to ensure speedy disposal of MACT cases. Likewise, Operative Documents of 21 documents which have implemented Annuity Deposit Scheme can ensure that compensation is delivered to the persons for whom it is meant. It has the element of annuity payments as well. There is, therefore, a need to implement the MACAD Scheme by the Claims Tribunals in the entire country. We direct accordingly. We also direct 21 banks to implement its operative documents on All India basis.”

(Emphasis supplied)

19. Upon extensive research done by the Law Researcher attached to this Court, it came to the notice of this Court that law in many developed countries provide for mandatory formats to be filled up in motor accidents cases for expeditious disposal. The particulars of the relevant formats of the developed countries are as under:

<u>S.No</u>	<u>Country</u>	<u>Place/ Authority</u>	<u>Statue/ Applicable Rules</u>	<u>Form/Annexure /Appendix/ Affidavit</u>	<u>Hyper Link</u>
1.	USA	New York, Department of Motor Vehicles	New York Consolidated Laws, Vehicle and Traffic Law – Title 6- Accidents and Accident Reports - VAT § 600-606 - VAT § 606. Report required upon accident	MV-104 - Report of Motor Vehicle Accident - Required to be filed with DMV by all drivers involved in reportable motor vehicle accidents	1. <a href="https://dmv.ny.gov/forms/mv104.pdf">https://dmv.ny.gov/forms/mv104.pdf</a> 2. <a href="https://cmvny.com/wp-content/uploads/2011/05/NYS-DMV-MV-104-Report-of-Motor-Vehicle-Accident-Form.pdf">https://cmvny.com/wp-content/uploads/2011/05/NYS-DMV-MV-104-Report-of-Motor-Vehicle-Accident-Form.pdf</a> 3. <a href="https://dmv.ny.gov/forms?page=7">https://dmv.ny.gov/forms?page=7</a>
				MV-104C - Bicycle Accident Report- Required to be filed by a bicyclist when a bike accident involving death	1. <a href="https://dmv.ny.gov/forms/mv104c.pdf">https://dmv.ny.gov/forms/mv104c.pdf</a>



				or serious physical injury occurs on a public highway, but DOES NOT involve a motor vehicle.	
				MV-104COV - Police Accident Report Cover Sheet – Cover Sheet for Police Accident Report forms MV-104A and MV-104AN. This cover sheet was formerly form MV-104AC.	1. <a href="https://dmv.ny.gov/forms/mv104cov.pdf">https://dmv.ny.gov/forms/mv104cov.pdf</a>
				MV-104D - Police Report for Fatal Motor Vehicle Accidents	1. <a href="https://dmv.ny.gov/forms/mv104d.pdf">https://dmv.ny.gov/forms/mv104d.pdf</a>
				MV-104EN - Early Notification of a Fatal Accident - Used to notify DMV, as required by law, that a fatal crash has occurred and a full report will be forthcoming	1. <a href="https://dmv.ny.gov/forms/mv104en.pdf">https://dmv.ny.gov/forms/mv104en.pdf</a>
				MV-104F - Accident Report for School Vehicles Transporting Pupils/Teacher/Supervisors	1. <a href="https://dmv.ny.gov/forms/mv104f.pdf">https://dmv.ny.gov/forms/mv104f.pdf</a>
				MV-104F.1 - Accident Report for School Vehicles Transporting Pupils/Teacher/Supervisors (Continuation Sheet)  Continuation sheet for additional information for form MV-104F.	1. <a href="https://dmv.ny.gov/forms/mv104f1.pdf">https://dmv.ny.gov/forms/mv104f1.pdf</a>
				MV-104L - Report of Motor Vehicle Accident/Police Line of Duty Accident	1. <a href="https://dmv.ny.gov/forms/mv104l.pdf">https://dmv.ny.gov/forms/mv104l.pdf</a>
				MV-104S - Truck and Bus Supplemental Police Accident Report - Truck and Bus Supplemental Police Accident Report is required to be used by police officers to report information about certain trucks, tractor-trailers and buses involved in accidents to DMV. This	1. <a href="https://dmv.ny.gov/forms/mv104s.pdf">https://dmv.ny.gov/forms/mv104s.pdf</a>



				form must be accompany the MV-104A(N) if the criteria in the instructions on the MV-104S are met.	
2.	USA	New Hampshire Department of Safety Division of Motor Vehicles	New Hampshire Revised Statutes Title XXI - Motor Vehicles Chapter 264 - Accidents and Financial Responsibility Section 264:26 - Uniform Police Investigation Report of Accident. NH Rev Stat § 264:26	State of New Hampshire Uniform Police Traffic Crash Report DSMV 159 (Rev. 11/07)	1. <a href="https://www.nh.gov/safety/divisions/dmv/forms/documents/dsmv291.pdf">https://www.nh.gov/safety/divisions/dmv/forms/documents/dsmv291.pdf</a>
				DSMV291 (Rev.06/10) Driver Education Accident Report	2. <a href="https://www.nh.gov/safety/divisions/dmv/forms/index.htm">https://www.nh.gov/safety/divisions/dmv/forms/index.htm</a>
				Operator's Report Symbol (DSMV 400)	3. <a href="https://www.nh.gov/safety/divisions/dmv/forms/documents/dsmv400.pdf">https://www.nh.gov/safety/divisions/dmv/forms/documents/dsmv400.pdf</a>
				Motor Carrier Accident Report (DSMV 161) - For Law Enforcement Use Only	1. <a href="https://www.nh.gov/safety/divisions/dmv/forms/documents/dsmv161.pdf">https://www.nh.gov/safety/divisions/dmv/forms/documents/dsmv161.pdf</a>
				Operator (Driver) Accident Report (DSMV 400)	1. <a href="https://www.nh.gov/safety/divisions/dmv/forms/documents/dsmv400.pdf">https://www.nh.gov/safety/divisions/dmv/forms/documents/dsmv400.pdf</a>
				Uniform Police Traffic Accident Report (DSMV 159) - For Law Enforcement Use Only	1. <a href="https://www.nh.gov/safety/divisions/dmv/forms/documents/dsmv159.pdf">https://www.nh.gov/safety/divisions/dmv/forms/documents/dsmv159.pdf</a> 2. <a href="https://www.nh.gov/safety/divisions/dmv/forms/documents/dsmv160.pdf">https://www.nh.gov/safety/divisions/dmv/forms/documents/dsmv160.pdf</a>
				Uniform Police Traffic Accident Report Key (DSMV 160) - For Law Enforcement Use Only	1. <a href="https://www.nh.gov/safety/divisions/dmv/forms/documents/dsmv160.pdf">https://www.nh.gov/safety/divisions/dmv/forms/documents/dsmv160.pdf</a>
3.	USA	Alabama Department of Public Safety – Safety Responsibility Unit	Code of Alabama 1975 Title 32. Motor Vehicles and Traffic  § 32-10-7 - Written reports of accidents; release of information § 32-10-8 – Accident report forms § 32-10-9 - Coroners to report § 32-10-10- Garages to report accident and bullet damage § 32-10-11- Accident reports confidential	Alabama Uniform Traffic Crash Report  AST – 27 (Rev.06/08)  Alabama - Uniform Traffic Crash Report - Truck/Bus Supplemental Sheet (6/08)	1. <a href="https://one.nhtsa.gov/nhtsa/stateCatalog/states/al/docs/AL_PAR_06-08.pdf">https://one.nhtsa.gov/nhtsa/stateCatalog/states/al/docs/AL_PAR_06-08.pdf</a>
				Alabama Crash Report 1991 – AST – 27 - (Rev.01/91) <i>Now Not In Use – Replaced by AST – 27 (Rev.06/08)</i>	1. <a href="https://one.nhtsa.gov/nhtsa/stateCatalog/states/al/docs/Alabama.pdf">https://one.nhtsa.gov/nhtsa/stateCatalog/states/al/docs/Alabama.pdf</a>

				Alabama Operator Crash Report 1998 - SR – 13 Revised 1-98	1. <a href="https://one.nhtsa.gov/nhtsa/stateCatalog/states/al/docs/AL_SR_13_OperatorReport_rev_1_1998.pdf">https://one.nhtsa.gov/nhtsa/stateCatalog/states/al/docs/AL_SR_13_OperatorReport_rev_1_1998.pdf</a>
4.	USA	Alaska Department of Transportation & Public Facilities	Alaska Statutes Title 28. Motor Vehicles § 28.35.080 – Immediate notice of accident (b)	State of Alaska Motor Vehicle Collision Report Form - 12-200 is to be used by all law enforcement officers to report motor vehicle crashes in Alaska.  Appendix B	1. <a href="http://www.dot.state.ak.us/stwdplng/hwysafety/assets/pdf/Alaska_Motor_Vehicle_Collision_Report_Manual_Jan_2016.pdf">http://www.dot.state.ak.us/stwdplng/hwysafety/assets/pdf/Alaska_Motor_Vehicle_Collision_Report_Manual_Jan_2016.pdf</a>  2. <a href="https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/ak_2013_12-200_paper_report_sub6_4_12.pdf">https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/ak_2013_12-200_paper_report_sub6_4_12.pdf</a>
				Alaska Motor Vehicle Crash Form 12-209 for Driver	1. <a href="http://www.dot.state.ak.us/12209V4/jsp/12209main.jsp#formBtn">http://www.dot.state.ak.us/12209V4/jsp/12209main.jsp#formBtn</a>
5.	USA	Arkansas Safety Responsibility Section	Arkansas Code Title 27 - Transportation Subtitle 4 - Motor Vehicular Traffic Chapter 53 - Accidents Subchapter 3 - Investigations § 27-53-303 - Jurisdiction and responsibilities of law enforcement officers	Arkansas Motor Vehicle Accident Report Form “SR-1”	1. <a href="https://www.dfa.arkansas.gov/images/uploads/driverServicesOffice/SR121.pdf">https://www.dfa.arkansas.gov/images/uploads/driverServicesOffice/SR121.pdf</a>  2. <a href="http://workzone.eng.wayne.edu/crash_report/State_Reports/Arkansas_Crash_(1-07).pdf">http://workzone.eng.wayne.edu/crash_report/State_Reports/Arkansas_Crash_(1-07).pdf</a>
				Arkansas - Motor Vehicle Crash Report: (1/07) - Crash Report - Crash Summary	1. <a href="https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/2016-04-07_arkansas_crash_rport.pdf">https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/2016-04-07_arkansas_crash_rport.pdf</a>  2. <a href="https://static.ark.org/eeuploads/asp/crash_report_instruction_manual_web_jan_2007.pdf">https://static.ark.org/eeuploads/asp/crash_report_instruction_manual_web_jan_2007.pdf</a>
6.	USA	Arizona	Arizona Revised Statutes Title 28. Transportation § 28-667 - Written accident report	FORM 01-2704A R 11/2017 - standard report form.  FORM 01-2704A R 06/2010 - standard report form.  FORM 01-2704B R 07/2010 - continuation of the standard report form	1. <a href="https://www.nhtsa.gov/document/arizona-crash-report-01-2704a-revised-112017">https://www.nhtsa.gov/document/arizona-crash-report-01-2704a-revised-112017</a>  2. <a href="https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/final_crash_report.pdf">https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/final_crash_report.pdf</a>



				<p>FORM 01-2704C R 06/2010 - Narrative - This is a continuation form for the standard report form.</p> <p>FORM 01-2705 R 06/2010 - The Fatal Supplement must be completed for each person that is killed in a crash.</p> <p>FORM 01-2708 R8/92 - This form can be used for crash measurements when there is an extensive crash scene.</p> <p>FORM 01-2710 R 07/2010 - Supplemental Truck / Bus Crash Report. This form should be completed when any circle &amp; any diamond are checked on Form 01-2704A.</p> <p>FORM 01-2712 R07/2010 - Occupant Supplement.</p>	<p>3. <a href="https://www.nhtsa.gov/nhtsa/stateCatalog/states/az/docs/AZ_Crash_Manual_rev8_2010_sub3_2011web.pdf">https://www.nhtsa.gov/nhtsa/stateCatalog/states/az/docs/AZ_Crash_Manual_rev8_2010_sub3_2011web.pdf</a></p>
7.	USA	California	<p>2011 California Code Vehicle Code Division 10. Accidents &amp; Accident Reports [20000 - 20018] Chapter 1. Accidents &amp; Accident Reports Section 20000 - 20018</p> <p>CA Veh Code §§ 20000 - 20018 (through 2012 Leg Sess)</p>	<p>Traffic Collision Report. Chp 555 (Rev.7-03) OPI 060</p> <p>State of California narrative/supplemental CHP 556 (Rev. 7-03) OPI 042</p> <p>STD-270: Vehicle Accident Reporting Form for State Drivers</p> <p>STD-268: Accident Report (Other Than Motor Vehicle)</p> <p>STD-274: Supervisor Review of State Driver Accidents</p>	<p>1. <a href="https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/ca_chp555_sub6_2012.pdf">https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/ca_chp555_sub6_2012.pdf</a></p> <p>2. <a href="http://www.bidnet.com/bnea/tachments?/374267997.pdf">http://www.bidnet.com/bnea/tachments?/374267997.pdf</a></p> <p>3. <a href="https://www.documents.dgs.ca.gov/dgs/fmc/pdf/std270.pdf">https://www.documents.dgs.ca.gov/dgs/fmc/pdf/std270.pdf</a></p> <p>4. <a href="https://www.documents.dgs.ca.gov/dgs/fmc/pdf/std268.pdf">https://www.documents.dgs.ca.gov/dgs/fmc/pdf/std268.pdf</a></p> <p>5. <a href="https://www.documents.dgs.ca.gov/dgs/fmc/pdf/std274.pdf">https://www.documents.dgs.ca.gov/dgs/fmc/pdf/std274.pdf</a></p>
8.	USA	Colorado Department of Transportation	<p>Colorado Revised Statutes Annotated Title 42. Vehicles and Traffic Regulation of vehicles and Traffic Article 4. Regulation of Vehicles &amp; Traffic</p>	<p>DR3447 Traffic Crash Report Form</p> <p>DR3447 is the new crash report form for Colorado, replacing the DR2447</p>	<p>1. <a href="https://www.codot.gov/about/committees/strac/dr3447-folder/dr3447-crash-report-official-released-form">https://www.codot.gov/about/committees/strac/dr3447-folder/dr3447-crash-report-official-released-form</a></p> <p>2. <a href="https://www.codot.gov/about/committees/strac/dr3447-">https://www.codot.gov/about/committees/strac/dr3447-</a></p>



			Part 16. Accidents AND Accident Reports C.R.S. 42-4-1606 -1608 [Model Traffic Code For Colorado, 2020 has omitted chapter of Accidents Reports]		<a href="https://www.nhtsa.gov/document/using-the-dr3447/dr3447-paper-report-page-handling">folder/using-the-dr3447/dr3447-paper-report-page-handling</a>
9.	USA	Connecticut Department of Transportation	Connecticut Vehicle Code § 9-26-1-1.1 Car accident reporting  Connecticut Vehicle Code § 14-224 Uniform investigation of accident report  Connecticut General Statutes Title 14. Motor Vehicles. Use of the Highway by Vehicles. Gasoline § 14-108a Uniform investigation of accident report.	Connecticut Uniform Police Crash Report Form PR-1 REV September 14, 2015  Connecticut Uniform Fatal Crash Supplement PR-2 REV January 2016	<ol style="list-style-type: none"> <li><a href="https://www.nhtsa.gov/document/connecticut-uniform-police-crash-report-form-pr-1-revised-2015">https://www.nhtsa.gov/document/connecticut-uniform-police-crash-report-form-pr-1-revised-2015</a></li> <li><a href="https://www.nhtsa.gov/document/connecticut-uniform-fatal-crash-supplement-pr-2-revised-2016">https://www.nhtsa.gov/document/connecticut-uniform-fatal-crash-supplement-pr-2-revised-2016</a></li> <li><a href="https://portal.ct.gov/-/media/DOT/documents/dTransportation_Safety/CrashData/FormPR1DemonstrationWithAllPagespdf.pdf">https://portal.ct.gov/-/media/DOT/documents/dTransportation_Safety/CrashData/FormPR1DemonstrationWithAllPagespdf.pdf</a></li> <li><a href="https://portal.ct.gov/-/media/DOT/documents/dTransportation_Safety/CrashData/FormPR2pdf.pdf">https://portal.ct.gov/-/media/DOT/documents/dTransportation_Safety/CrashData/FormPR2pdf.pdf</a></li> </ol>
10.	USA	Delaware	Delaware Code Title 21 Motor Vehicles Operation and Equipment Chapter 42. Reports of Accidents; Penalties; Interpretation of Laws  Delaware Code Title 21 § 4203 (d)	(Electronic) State of Delaware Uniform Collision Report	<ol style="list-style-type: none"> <li><a href="https://one.nhtsa.gov/nhtsa/stateCatalog/states/de/docs/DE_PAR_PaperlessScreens_sub_2_6_07.pdf">https://one.nhtsa.gov/nhtsa/stateCatalog/states/de/docs/DE_PAR_PaperlessScreens_sub_2_6_07.pdf</a></li> <li><a href="https://one.nhtsa.gov/nhtsa/stateCatalog/states/de/docs/DE_PAR_Form438_rev_10_1987.pdf">https://one.nhtsa.gov/nhtsa/stateCatalog/states/de/docs/DE_PAR_Form438_rev_10_1987.pdf</a></li> <li><a href="https://www.nhtsa.gov/document/electronic-state-delaware-uniform-collision-report">https://www.nhtsa.gov/document/electronic-state-delaware-uniform-collision-report</a></li> </ol>
11.	USA	District of Columbia	Code of the District of Columbia § 50-1001 § 50-1731.07. Police officer's report. § 50-1301.10. Accident report — Required. [Now Repealed]	Accident Report (PD-10)	<ol style="list-style-type: none"> <li><a href="https://mpdc.dc.gov/sites/default/files/dc/sites/mpdc/service_content/attachments/PD%20Form%2010B_fillableform.pdf">https://mpdc.dc.gov/sites/default/files/dc/sites/mpdc/service_content/attachments/PD%20Form%2010B_fillableform.pdf</a></li> </ol>
12.	USA	Florida	Florida Code Title XXIII Motor Vehicles Chapter 316 State Uniform Traffic Control 316.065-69 Crashes; Reports;	Florida Crash Report HSMV-90010S(E), Rev. 6/2013  Florida Operator Report HSMV 90011S	<ol style="list-style-type: none"> <li><a href="https://one.nhtsa.gov/nhtsa/stateCatalog/states/fl/docs/FL_PAR_HSMV90010S(E)_rev06-13.pdf">https://one.nhtsa.gov/nhtsa/stateCatalog/states/fl/docs/FL_PAR_HSMV90010S(E)_rev06-13.pdf</a></li> <li><a href="https://one.nhtsa.gov/nhtsa/stateCatalog/states/fl/docs/FL_O">https://one.nhtsa.gov/nhtsa/stateCatalog/states/fl/docs/FL_O</a></li> </ol>

			Penalties. etc. FL Stat § 316.065-69 (2019)		<a href="#">peratorReport_sub5_2011.pdf</a>
13.	USA	Georgia	Georgia Vehicle Code § 40-9-32 Proof of insurance after an accident  Georgia Vehicle Code § 40-9-35 Right to reach private accident settlement  Georgia Vehicle Code § 40-9-31 Handling of police reports	Personal Report of Accident DHS Transportation Manual- Exhibit 28  Appendix 24 – Vehicle Operator Initial Accident and Incident Reporting Form  Appendix 25 – Vehicle Operator Accident and Incident Follow-up Reporting Form	1. <a href="http://odis.dhs.state.ga.us/ViewDocument.aspx?docId=3005149&amp;verId=1">http://odis.dhs.state.ga.us/ViewDocument.aspx?docId=3005149&amp;verId=1</a>  2. <a href="https://dhs.georgia.gov/document/publication/transportation-manual/download">https://dhs.georgia.gov/document/publication/transportation-manual/download</a>
14.	USA	Hawaii	2019 Hawaii Revised Statutes Title 17. Motor and Other Vehicles 291C. Statewide Traffic Code 291C-17 Written reports of accidents.  Requirements on scene: §291C-11 to 291C-18 Police notification/report: §291C-16 to 291C-20; 287-4 HI Rev Stat § 291C-17 (2019)	DOT-1-174D (HWY-T) Rev. 06/08	1. <a href="https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/mvar_final_combined_pages.pdf">https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/mvar_final_combined_pages.pdf</a>
15.	USA	Iowa	IA Code § 321.263 Reporting personal injury accident  IA Code § 321.266 Reporting accidents	Investigation Officer's of Motor Vehicle Accident  Form 433003 (11-13)	1. <a href="https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/ia_par_rev11_2013_implement2015.pdf">https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/ia_par_rev11_2013_implement2015.pdf</a>  2. <a href="https://iowadot.seamlessdocs.com/f/IowaAccidentReport">https://iowadot.seamlessdocs.com/f/IowaAccidentReport</a>  3. <a href="https://iowadot.gov/forms/433014.pdf">https://iowadot.gov/forms/433014.pdf</a>
16.	USA	Idaho	Idaho Code  § Section 49-1306 – Written Reports of Accidents  § Section 49-1307 - Accident Report Forms	Idaho Vehicle Collision Report Idaho ITD-0090 Crash Form, 2011	1. <a href="https://one.nhtsa.gov/nhtsa/stateCatalog/states/id/docs/ID_Crash_Report_rev3_2011_sub3_2012.pdf">https://one.nhtsa.gov/nhtsa/stateCatalog/states/id/docs/ID_Crash_Report_rev3_2011_sub3_2012.pdf</a>
17.	USA	Illinois Department of Transportation	Illinois Compiled Statutes (625 ILCS 5/11-408) from Ch. 95 1/2, par. 11-	Illinois SR 1050 Crash Report, 1/2013	1. <a href="https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/il_crash_report_instruction_manu">https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/il_crash_report_instruction_manu</a>

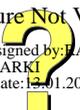
			408)	SR 1050A Additional Units/Amended Report Form  SR 1 Motorist Report Form, singles	<a href="#">al_2013.pdf</a>  2. <a href="https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/il_sr1000_par_rev1_2013_sub12_2013.pdf">https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/il_sr1000_par_rev1_2013_sub12_2013.pdf</a>
18.	USA	Indiana	Indiana Vehicle Code § 9-26-1-1.1 After an accident	Indiana Officer's Standard Crash Report	1. <a href="https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/in_electronicvcrs_crashreport_sub12_2013.pdf">https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/in_electronicvcrs_crashreport_sub12_2013.pdf</a>
19.	USA	Kansas	Kansas Uniform Act Regulating Traffic Sections 8-1604; 8-1605; and 8-1609	Kansas Crash Report Form No. 850 Rev. 1/2005  Kansas Crash Report Form 850-A Rev. 1/2009	1. <a href="https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/ks_par_rev2005_sub_06_05_2006.pdf">https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/ks_par_rev2005_sub_06_05_2006.pdf</a>  2. <a href="https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/ks_par_850a_rev9_2009_sub10_2_011.pdf">https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/ks_par_850a_rev9_2009_sub10_2_011.pdf</a>
20.	USA	Kentucky	Kentucky Revised Statutes, Title XVI Motor Vehicles § 189.635	Kentucky Electronic KSP 74, Revised 7/2008  Kentucky Crash Report KSP 74, Revised 01/2000  Kentucky CMV Crash Report KSP 74A  Kentucky Paper Crash Report KSP 74 Revised 6/2004	1. <a href="https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/ky_ksp74_rev7_2008_sub4_2012.pdf">https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/ky_ksp74_rev7_2008_sub4_2012.pdf</a>  2. <a href="https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/ky_par_ksp_74_rev_1_2000_0.pdf">https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/ky_par_ksp_74_rev_1_2000_0.pdf</a>  3. <a href="https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/ky_cmv_ksp_74a_rev_1_2000.pdf">https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/ky_cmv_ksp_74a_rev_1_2000.pdf</a>  4. <a href="https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/ky_paper_collision_report_ksp74_6_2004_sub4_2012.pdf">https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/ky_paper_collision_report_ksp74_6_2004_sub4_2012.pdf</a>
21.	USA	Louisiana	Louisiana Revised Statutes, Title 32 § 398	State of Louisiana Uniform Motor Vehicle Traffic Crash Report  Form - DPSSP 3105 (Rev. Mar. 2005)	1. <a href="https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/la_crash_report_rev_3_2005_sub_5_22_08.pdf">https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/la_crash_report_rev_3_2005_sub_5_22_08.pdf</a>
22.	USA	Maine	Requirements on scene: §2252 to 2255  Police notification/report: §2251	Maine Crash Report Form 13:20A  Revised 1/2010	1. <a href="https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/maine_par_rev1_2010_sub_6_2011.pdf">https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/maine_par_rev1_2010_sub_6_2011.pdf</a>



23.	USA	Maryland	<p>MD Transportation Code § 20-107 Post-accident reporting to MVA</p> <p>MD Transportation Code § 20-104 Car accident reporting guidelines</p> <p>MD Transportation Code § 20-106 Reporting accident with domestic animals</p>	Maryland MSP Form #1 Crash Report, Revised 1/1993	1. <a href="https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/maryland_0.pdf">https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/maryland_0.pdf</a>
24.	USA	Massachusetts	Massachusetts General Laws Chapter 90 § 26	Massachusetts CRA-65 Rev 2.0 Crash Report, Revised 02/2005	1. <a href="https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/ma_par_02_2005.pdf">https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/ma_par_02_2005.pdf</a>
25.	USA	Michigan	<p>Motor Vehicles § 257.622 Duty to report accidents</p> <p>Motor Vehicles § 257.621 Duty to report damage to unattended property</p> <p>Motor Vehicles § 257.620 Duty to report accident with parked car</p> <p>Motor Vehicles § 257.623 Accident reporting by mechanics</p>	Michigan UD-10 Crash Form, Revised 01/2004	1. <a href="https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/mi_ud10_crashform_01_2004.pdf">https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/mi_ud10_crashform_01_2004.pdf</a>
26.	USA	Minnesota	<p>Minnesota Statutes Insurance (Ch. 59A-79A) 65B.42 (Purpose)</p> <p>Minnesota Statutes Insurance (Ch. 59A-79A) 65B.46 (Right to Benefits)</p> <p>Minnesota Statutes Transportation (Ch. 160-174A) 169.09 (Cannot leave accident scene)</p>	<p>Minnesota PS-32003-10 Crash Report</p> <p>Minnesota PS-32001-08 Operator Report (Operator Report)</p> <p>Minnesota PS-32003, revised 1/1991 and PS-32003-7</p>	<p>1. <a href="https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/mn_par_01_2003.pdf">https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/mn_par_01_2003.pdf</a></p> <p>2. <a href="https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/mn_operator_report.pdf">https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/mn_operator_report.pdf</a></p> <p>3. <a href="https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/mn_par_ps32003_1_1991.pdf">https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/mn_par_ps32003_1_1991.pdf</a></p>
27.	USA	Mississippi	<p>Requirements on scene: §63-3-401 to 63-3-409</p> <p>Police notification, report: §63-3-411 to 63-3-417</p>	<p>Mississippi Uniform Crash Report, revised 10/2009</p> <p>Mississippi Uniform Crash Report SR-3 and</p>	<p>1. <a href="https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/ms_par_rev10_1_09_sub9_17_10.pdf">https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/ms_par_rev10_1_09_sub9_17_10.pdf</a></p> <p>2. <a href="https://www.nhtsa.gov/sites/nhtsa.dot.gov/">nhtsa.gov/sites/nhtsa.dot.gov</a></p>



				Supplement, Revised 10/1984	<a href="/files/documents/ms_par_sr3_rev10_1984.pdf">/files/documents/ms_par_sr3_rev10_1984.pdf</a>
28.	USA	Missouri	Missouri Code § 300.030 Traffic division to investigate accidents  Missouri Code § 300.110 Immediate notice of accident within city  Missouri Code § 303.040 Reporting an uninsured motorist following an accident	Motor Vehicle Accident Report Form 1140 Rev.6 – 2006  Missouri SHP-2Q Crash Report, Revised 01/2012	1. <a href="https://dor.mo.gov/forms/1140.pdf">https://dor.mo.gov/forms/1140.pdf</a>  2. <a href="https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/mo_par_rev01_2012.pdf">https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/mo_par_rev01_2012.pdf</a>
29.	USA	Montana	Montana Uniform Accident Reporting Act Sections 61-7-108, 61-7-109, and 61-7-110	Montana Crash Report Form HQ1599	1. <a href="https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/mt_nhq1599.pdf">https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/mt_nhq1599.pdf</a>
30.	USA	Nebraska	Nebraska Vehicle Code § 60-699 Reports required of operators  Nebraska Vehicle Code § 60-696 Reporting accident with unattended car/property	Nebraska DR Form 40, Revised 8/2012  Nebraska Truck and Bus Supplement Form DR40, Revised 04/2009  Nebraska Continuation Form DR40a, Revised 01/2009  Nebraska DR Form 40, Revised 01/2009  Nebraska DR Form 40, Revised 01/2002	1. <a href="https://www.nhtsa.gov/document/nebraska-dr-form-40-revised-82012">https://www.nhtsa.gov/document/nebraska-dr-form-40-revised-82012</a>  2. <a href="https://www.nhtsa.gov/document/nebraska-truck-and-bus-supplement-form-dr40-revised-042009">https://www.nhtsa.gov/document/nebraska-truck-and-bus-supplement-form-dr40-revised-042009</a>  3. <a href="https://www.nhtsa.gov/document/nebraska-continuation-form-dr40a-revised-012009">https://www.nhtsa.gov/document/nebraska-continuation-form-dr40a-revised-012009</a>  4. <a href="https://www.nhtsa.gov/document/nebraska-dr-form-40-revised-012009">https://www.nhtsa.gov/document/nebraska-dr-form-40-revised-012009</a>  5. <a href="https://www.nhtsa.gov/document/nebraska-dr-form-40-revised-012002">https://www.nhtsa.gov/document/nebraska-dr-form-40-revised-012002</a>
31.	USA	Nevada	Nevada Revised Statutes Sections 484E.070 and 484E.080	Nevada SR-1 Operator Report, revised 4/2008  Nevada Property Damage Only Report, revised 8/2006  Nevada Crash Report, revised 1/2004	1. <a href="https://www.nhtsa.gov/document/nevada-sr-1-operator-report-revised-42008">https://www.nhtsa.gov/document/nevada-sr-1-operator-report-revised-42008</a>  2. <a href="https://www.nhtsa.gov/document/nevada-property-damage-only-report-revised-82006">https://www.nhtsa.gov/document/nevada-property-damage-only-report-revised-82006</a>  3. <a href="https://www.nhtsa.gov/document/nevada-crash-report-revised-12004">https://www.nhtsa.gov/document/nevada-crash-report-revised-12004</a>
32.	USA	New Hampshire		New Hampshire Motor Carrier Accident Report, rev. 05/08	1. <a href="https://www.nhtsa.gov/document/new-hampshire-motor-carrier-accident-report-rev-0508">https://www.nhtsa.gov/document/new-hampshire-motor-carrier-accident-report-rev-0508</a>



				New Hampshire Uniform Traffic Crash Report, rev. 11/07  New Hampshire PAR DSMV-160, rev. 08/93	2. <a href="https://www.nhtsa.gov/document/new-hampshire-uniform-traffic-crash-report-rev-1107">https://www.nhtsa.gov/document/new-hampshire-uniform-traffic-crash-report-rev-1107</a>  3. <a href="https://www.nhtsa.gov/document/new-hampshire-par-dsmv-160-rev-0893">https://www.nhtsa.gov/document/new-hampshire-par-dsmv-160-rev-0893</a>
33.	USA	New Jersey	New Jersey Statutes Chapter 39 (Motor Vehicles & Traffic Regulation) § 4-130	State of New Jersey Police Crash Investigation Report NJTR-1, Revised 04/2010	1. <a href="https://www.state.nj.us/transportation/refdata/accident/pdf/NJTR-1.pdf">https://www.state.nj.us/transportation/refdata/accident/pdf/NJTR-1.pdf</a>
34.	USA	New Mexico	New Mexico Statutes Sections 66-7-206, 66-7-207	New Mexico SH 10074 Uniform Crash Report, Revised 1/2011	1. <a href="https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/nm_par_code_sheet_rev1_2011.pdf">https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/nm_par_code_sheet_rev1_2011.pdf</a>
35.	USA	North Carolina	NC Motor Vehicles § 20-166.1 Reports and investigations required in event of accident  NC Motor Vehicles § 20-166 Duty to stop in event of a crash, furnishing information	North Carolina Crash Report DMV-349, 1/2009	1. <a href="https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/nc_par_dmv-349_rev1_2009.pdf">https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/nc_par_dmv-349_rev1_2009.pdf</a>  2. <a href="https://www.nhtsa.gov/document/north-dakota-sfn2344-crash-report-revised-52009">https://www.nhtsa.gov/document/north-dakota-sfn2344-crash-report-revised-52009</a>  3. <a href="https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/nd_par_rev_12_2006_sub_5_21_07.pdf">https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/nd_par_rev_12_2006_sub_5_21_07.pdf</a>
36.	USA	North Dakota	North Dakota Vehicle Code § § 39-08-09 Immediate notice of accident  North Dakota Vehicle Code § 39-07-12 Garages to report	North Dakota DOT2356 Overlay, revised 6/2009  North Dakota SFN2344 Crash Report, revised 5/2009	1. <a href="https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/nd_overlay_dot2356_rev6_2009_sub11_5_09.pdf">https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/nd_overlay_dot2356_rev6_2009_sub11_5_09.pdf</a>  2. <a href="https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/nd_par_sfn2355_rev5_2009_sub1_5_09.pdf">https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/nd_par_sfn2355_rev5_2009_sub1_5_09.pdf</a>
37.	USA	Ohio	2019 Ohio Revised Code Title [45] XLV Motor Vehicles - Aeronautics - Watercraft Chapter 4509 - Financial Responsibility Section 4509.06 - Accident report alleging uninsured driver or owner.  Ohio Rev Code § 4509.06 (2019)	Ohio OH-1 Crash Report, Revised 1/2012 OH PAR - Occupant Information, rev. 6/2009  OH PAR - Vehicle & Crash Information, rev. 6/2009  OH PAR - Narrative & Diagram, rev. 6/2009	1. <a href="https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/oh-1_rev1_2012.pdf">https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/oh-1_rev1_2012.pdf</a>  2. <a href="https://www.nhtsa.gov/document/oh-par-occupant-information-rev-62009">https://www.nhtsa.gov/document/oh-par-occupant-information-rev-62009</a>  3. <a href="https://www.nhtsa.gov/document/oh-par-vehicle-crash-information-rev-62009">https://www.nhtsa.gov/document/oh-par-vehicle-crash-information-rev-62009</a>  4. <a href="https://www.nhtsa.gov/document/oh-par-narrative-diagram-">https://www.nhtsa.gov/document/oh-par-narrative-diagram-</a>



					<a href="#">rev-62009</a>
38.	USA	Oklahoma	Oklahoma Stat § 47-10-107 Immediate reporting of injury accidents Oklahoma Stat § 47-10-108 Filing an accident report	Oklahoma DPS 0192-01 Crash Report, Revised 01/2007	1. <a href="https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/ok_par_rev01_07_sub_08_16_06.pdf">https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/ok_par_rev01_07_sub_08_16_06.pdf</a>
39.	USA	Oregon	Oregon Revised Statutes, Oregon Vehicle Code § 811.720	Oregon Traffic Accident and Insurance Report, Revised 1/2011  Oregon 735-46AB Crash Report, Revised 6/2007  Truck/Bus Supplement, Revised 11/2011	1. <a href="https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/or_operatorreport_rev1_11_sub7_12.pdf">https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/or_operatorreport_rev1_11_sub7_12.pdf</a> 2. <a href="https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/or_par_46ab_rev6_2007.pdf">https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/or_par_46ab_rev6_2007.pdf</a> 3. <a href="https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/or_truckbus_supp_rev11_11.pdf">https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/or_truckbus_supp_rev11_11.pdf</a>
40.	USA	Pennsylvania	Pa.C.S.A. Vehicles § 3747 Written report of accident Pa.C.S.A. Vehicles § 3746 Immediate notice of accident to police	Pennsylvania Crash Form, Revised 12/2002  Instructions, Revised 12/2002	1. <a href="https://www.nhtsa.gov/document/pennsylvania-crash-form-revised-122002">https://www.nhtsa.gov/document/pennsylvania-crash-form-revised-122002</a> 2. <a href="https://www.nhtsa.gov/document/instructions-revised-122002">https://www.nhtsa.gov/document/instructions-revised-122002</a>
41.	USA	Rhode Island	Rhode Island General Laws - Title 31. Motor and Other Vehicles  Requirements on scene: §31-26-1 to 31-26-5 Police notification: §31-26-3.2 Accident reports: §31-26-6 to 31-26-16	Rhode Island Uniform Crash Report 12/2013	1. <a href="https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/ri_par_sent_12_5_2013.pdf">https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/ri_par_sent_12_5_2013.pdf</a>
42.	USA	South Carolina	Motor Vehicles § 56-5-1260 Immediate report of accidents resulting in personal injury or death Motor Vehicles § 56-5-1270 Making written reports of certain accidents	South Carolina TR-310 Crash Report Form, revised 11/2011  CMV and Bus Supplement, revised 4/2009	1. <a href="https://www.nhtsa.gov/document/south-carolina-tr-310-crash-report-form-revised-112011">https://www.nhtsa.gov/document/south-carolina-tr-310-crash-report-form-revised-112011</a> 2. <a href="https://www.nhtsa.gov/document/cm-v-and-bus-supplement-revised-42009">https://www.nhtsa.gov/document/cm-v-and-bus-supplement-revised-42009</a>
43.	USA	South Dakota	Motor Vehicles § 32-34-7 Immediate accident notification Motor Vehicles § 32-34-13 Accident Reports not privileged	South Dakota Crash Form DPS-AR1, revised 12/11/2003  South Dakota Crash Form Overlay DPS-AR2, revised 12/11/2003	1. <a href="https://www.nhtsa.gov/document/south-dakota-crash-form-dps-ar1-revised-12112003">https://www.nhtsa.gov/document/south-dakota-crash-form-dps-ar1-revised-12112003</a> 2. <a href="https://www.nhtsa.gov/document/south-dakota-crash-form-overlay-dps-ar2-revised-">https://www.nhtsa.gov/document/south-dakota-crash-form-overlay-dps-ar2-revised-</a>



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44.	USA	Tennessee	Tenn. Vehicle Code § 55-10-107 Owner/Driver Accident Report Filing Tenn. Vehicle Code § 55-10-106 Reporting Accidents to Law Enforcement Tenn. Vehicle Code § 55-10-104 Accident with unattended vehicles, written notice	Tennessee TITAN eCrash Report, Revised 2009	1. <a href="https://www.nhtsa.gov/document/tennessee-titan-ecrash-report-revised-2009">https://www.nhtsa.gov/document/tennessee-titan-ecrash-report-revised-2009</a>
45.	USA	Texas	Texas Transportation Code § 601.004	Texas CR-3 Alternate Crash Report, revised 7/2011  Texas CR-3 Crash Report with Additional Persons Supplements, revised 1/2010  Texas CR-2 Operator Report, revised 2/2010  Texas CR-3 Peace Officer's Crash Report, revised 3/2009  Texas CR-3C Peace Officer's Commercial Vehicle Crash Report, revised 6/2008	1. <a href="https://www.nhtsa.gov/document/texas-cr-3-alternate-crash-report-revised-72011">https://www.nhtsa.gov/document/texas-cr-3-alternate-crash-report-revised-72011</a> 2. <a href="https://www.nhtsa.gov/document/texas-cr-3-crash-report-additional-persons-supplements-revised-12010">https://www.nhtsa.gov/document/texas-cr-3-crash-report-additional-persons-supplements-revised-12010</a> 3. <a href="https://www.nhtsa.gov/document/texas-cr-2-operator-report-revised-22010">https://www.nhtsa.gov/document/texas-cr-2-operator-report-revised-22010</a> 4. <a href="https://www.nhtsa.gov/document/texas-cr-3-peace-officers-crash-report-revised-32009">https://www.nhtsa.gov/document/texas-cr-3-peace-officers-crash-report-revised-32009</a> 5. <a href="https://www.nhtsa.gov/document/texas-cr-3c-peace-officers-commercial-vehicle-crash-report-revised-62008">https://www.nhtsa.gov/document/texas-cr-3c-peace-officers-commercial-vehicle-crash-report-revised-62008</a>
46.	USA	Utah	Requirements on scene: §41-6a-401 to 41-6a-401.9 Police notification: §41-6a-401; 41-6a-401.7 Accident reports: §41-6a-402	Utah Crash Report DI-9, Rev. 3/2006  Utah DI-9 Overlay, Rev. 1/2015	1. <a href="https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/utah_di-9_par_rev3_2006.pdf">https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/utah_di-9_par_rev3_2006.pdf</a> 2. <a href="https://www.nhtsa.gov/document/utah-di-9-overlay-rev-12015">https://www.nhtsa.gov/document/utah-di-9-overlay-rev-12015</a>
47.	USA	Virginia	Virginia Codes (Motor Vehicles) § 46.2-894	Virginia Crash Report FR300-P, Rev. 7/2007	1. <a href="https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/va_fr300_rev7_2007.pdf">https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/va_fr300_rev7_2007.pdf</a>
48.	USA	Vermont	Vermont Statutes Title 23. Motor Vehicles § 1128- Accidents §1129 - Accident reports	Vermont Crash Report Form Printed 11/2013	1. <a href="https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/vt_par_printed11_2013.pdf">https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/vt_par_printed11_2013.pdf</a>
49.	USA	Washington	Washington Codes (Motor Vehicles)	Washington Crash Report 3000-345-159R,	1. <a href="https://www.nhtsa.gov/document/washington-crash-report-">https://www.nhtsa.gov/document/washington-crash-report-</a>

			§ 46.52.030	rev. 7/2006	<a href="https://www.nhtsa.gov/document/west-virginia-dmv-17-c-crash-report-revised-22007">3000-345-159r-rev-72006</a>
50.	USA	West Virginia	Virginia Code § 17C-4-6 Immediate notification of crashes Virginia Code § 17C-4-7 Report of crashes Virginia Code § 17C-4-9 Crash report forms	West Virginia DMV-17-C Crash Report, Revised 2/2007	1. <a href="https://www.nhtsa.gov/document/west-virginia-dmv-17-c-crash-report-revised-22007">https://www.nhtsa.gov/document/west-virginia-dmv-17-c-crash-report-revised-22007</a>
51.	USA	Wisconsin	Wisc. Vehicle Code § 346.70 Accident reporting	Wisconsin MV 4000-899 Crash Report, Revised 9/2007  Fatal Supplement MV 3480, Revised 12/2005  Operator Report MV 4002, Revised 12/2005	1. <a href="https://www.nhtsa.gov/document/wisconsin-mv-4000-899-crash-report-revised-92007">https://www.nhtsa.gov/document/wisconsin-mv-4000-899-crash-report-revised-92007</a>  2. <a href="https://www.nhtsa.gov/document/fatal-supplement-mv-3480-revised-122005">https://www.nhtsa.gov/document/fatal-supplement-mv-3480-revised-122005</a>  3. <a href="https://www.nhtsa.gov/document/operator-report-mv-4002-revised-122005">https://www.nhtsa.gov/document/operator-report-mv-4002-revised-122005</a>
52.	USA	Wyoming	Requirements on scene: §31-5-1101 to 31-5-1104 Police notification/reports: §31-5-1105 to 31-5-1112	Wyoming PR902 Crash Report, revised 6/2006  PR 902A Additional Vehicle Supplement, revised 6/27/2006  PR902B Truck / CMV Supplement, revised 6/28/2006  PR902C Non-Motorist Supplement, revised 6/26/2006  PR902E Bus Supplement, revised 7/5/2006  Wyoming PR901 Operator Report, revised 06/2006  PR 901B Operator Truck/CMV/Bus Supplemental Report, revised 11/16/2006	1. <a href="https://www.nhtsa.gov/document/wyoming-pr902-crash-report-revised-62006">https://www.nhtsa.gov/document/wyoming-pr902-crash-report-revised-62006</a>  2. <a href="https://www.nhtsa.gov/document/pr-902a-additional-vehicle-supplement-revised-6272006">https://www.nhtsa.gov/document/pr-902a-additional-vehicle-supplement-revised-6272006</a>  3. <a href="https://www.nhtsa.gov/document/pr902c-non-motorist-supplement-revised-6262006">https://www.nhtsa.gov/document/pr902c-non-motorist-supplement-revised-6262006</a>  4. <a href="https://www.nhtsa.gov/document/pr902e-bus-supplement-revised-752006">https://www.nhtsa.gov/document/pr902e-bus-supplement-revised-752006</a>  5. <a href="https://www.nhtsa.gov/document/wyoming-pr901-operator-report-revised-062006">https://www.nhtsa.gov/document/wyoming-pr901-operator-report-revised-062006</a>  6. <a href="https://www.nhtsa.gov/document/pr-901b-operator-truckcmvbus-supplemental-report-revised-11162006">https://www.nhtsa.gov/document/pr-901b-operator-truckcmvbus-supplemental-report-revised-11162006</a>
53.	USA	Guam		Guam Police Crash Report, revised 7/2007	1. <a href="https://www.nhtsa.gov/document/guam-police-crash-report-revised-72007">https://www.nhtsa.gov/document/guam-police-crash-report-revised-72007</a>



54.	USA	Puerto Rico		Puerto Rico PPR-94 Crash Report, Revised 01/1988	1. <a href="https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/pr_par1web.pdf">https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/pr_par1web.pdf</a>
55.	USA	Virgin Islands		Virgin Islands Uniform Crash Report, approved 5/2007	1. <a href="https://www.nhtsa.gov/document/virgin-islands-uniform-crash-report-approved-52007">https://www.nhtsa.gov/document/virgin-islands-uniform-crash-report-approved-52007</a>
56.	UK	Driver and Vehicle Standards Agency	Section 170 of the Road Traffic Act 1988	Report an incident or collision involving a public service vehicle (PSV)  DVSA PSV112 page 3 of 5 October 2019	1. <a href="https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/839674/Report-an-incident-or-collision-involving-a-public-service-vehicle.pdf">https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/839674/Report-an-incident-or-collision-involving-a-public-service-vehicle.pdf</a>
57.	Europe  France, Switzerland	Federal Council, Swiss Government	741.01 Federal Law on Road Traffic (LCR)	<i>Constat Amiable D' Accident Automobile</i> European Accident Statement	1. <a href="https://www.smeno.com/fileadmin/user_upload/constat_amiable_auto.pdf">https://www.smeno.com/fileadmin/user_upload/constat_amiable_auto.pdf</a>  2. <a href="https://web.wcc.axa.be/wcc/SiteCollectionDocuments/ES.PDF">https://web.wcc.axa.be/wcc/SiteCollectionDocuments/ES.PDF</a>

20. The *Transport Research Wing* (TRW) of Ministry of Road Transport and Highways has devised ***Road Accident Recording & Reporting Formats*** to be furnished by all State Police Departments to the Ministry of Road Transport and Highways. The Ministry has devised 18 formats in five sections namely, accident identification details; road related details; vehicles involved in accident; driver's details; and persons other than drivers involved in accident.

21. This Court is of the view that it would be appropriate to incorporate the benevolent provisions of the formats of the developed countries and the formats devised by Ministry of Road Transport and Highways, in the formats developed by this Court.

22. On 31<sup>st</sup> August, 2020, this Court considered the mandatory formats of the developed countries relating to motor accident claims as well as the

formats developed by *Transport Research Wing* (TRW) of Ministry of Road Transport and Highways. This Court impleaded and directed *Transport Research Wing* (TRW) of Ministry of Road Transport and Highways to undertake the task of revising the *DAR* to incorporate the best practices from the formats of the developed countries as well as the formats of the *Transport Research Wing* (TRW) of Ministry of Road Transport and Highways.

23. On 14<sup>th</sup> September, 2020, *Transport Research Wing* (TRW) of Ministry of Road Transport and Highways constituted a High Power Expert Committee on the directions of this Court to incorporate the best practices relating to the accident forms of the developed countries and to revise the *DAR*. The Committee comprised of the following experts:

- (i) Ms. Babni Lal, Economic Advisor Transport, MoRTH as Chairperson
- (ii) Mr. Pramod Kumar, Inspector General of Police, Tamil Nadu
- (iii) Mr. Sriram Taranikanti, Principal Secretary, Transport, Govt. of Tripura
- (iv) Mr. Sanjeev Kumar, Chief Engineer, Road Safety Wing, MoRTH
- (v) Dr. B.N. Shetty, Director Technical, Ministry of Home Affairs
- (vi) Prof. Geetam Tiwari, Professor, Indian Institute of Technology Delhi
- (vii) Prof. Venkatesh Balasubramanyam, Professor, Indian Institute of Technology Madras
- (viii) Ms. Tanu Jain, Assistant Director General, Ministry of Health & Family Welfare

- (ix) Dr. A. Mohan, Scientist, National Informatics Centre
- (x) Dr. Aditya Medury, Assistant Professor, Indian Institute of Technology Kanpur
- (xi) Dr. G. Gupta, National Consultant, World Health Organization
- (xii) Mr. Vivek Kishore, Director – Road Safety, MoRTH
- (xiii) Mr. R.K. Puri, Assistant Director, TRW, Member Secretary
- (xiv) Ms. Y. Priya Bharath, CGM, IRDA as Special Invitee

24. On 25<sup>th</sup> September, 2020, the Expert Committee submitted its Report dated 21<sup>st</sup> September, 2020 along with the revised *DAR*. On 25<sup>th</sup> September, 2020, Mr. Rajesh Deo, DCP-Legal Cell (PHQ) of Delhi Police pointed out that the Supreme Court has constituted a Committee for implementation of the Special Scheme formulated by Delhi High Court all over the country in terms of the directions contained in *Jai Prakash* (supra) and *M. R. Krishna Murthi* (supra). The DGPs of the police of various States submitted before the Supreme Court Committee that the format of *DAR* be simplified; the *DAR* be divided into 2-3 parts; and the essential information/documents be furnished at an early stage and the time period for furnishing the remaining information be extended. Delhi Police sought extension of time to file the *DAR* from 30 days to 90 days on the ground that the Motor Vehicles Act, 1988 has been recently amended on 09<sup>th</sup> August, 2019 by the Motor Vehicles (Amendment) Act, 2019 by which Section 159 has been incorporated. Section 159 requires the police to file Accident Information Report within three months. This Court directed the Delhi Police to submit their suggestions for the division of *DAR* into 2-3 parts to the Committee.

25. Mr. Kirtiman Singh, learned Standing Counsel for Central Government; Mr. Rahul Mehra, learned Standing Counsel for Delhi Police;

Mr. Sidharth Luthra, Mr. Vikas Pahwa, Mr. Rajshekhar Rao and Mr. Satyam Thareja assisting this Court as Amici Curiae and Mr. S.P. Jain, learned counsel for GoDigit GIC have given suggestions to the Expert Committee.

26. Mr. H.S. Phoolka, learned Senior Counsel submits on behalf of urged at the time of hearing that *Bachpan Bachao Andolan* has filed C.M.31818/2020 for incorporating appropriate provisions in the Scheme for the protection and care of minor children of the victim(s) as per the provisions of *Juvenile Justice (Care and Protection of Children) Act, 2015*. It is submitted that in case of any minor child/children of the victim(s) of the accident, an appropriate **Form** be formulated to be submitted by the victim(s) to the Investigating Officer containing the relevant particulars namely name, age, gender, details of the school/class in which child is studying, the details of the school fees and expenditure of the child on education, medical etc. within 60 days of the accident and the Investigating Officer be directed to send this **Form** along with the *DAR* to Child Welfare Committee to ascertain whether the child is in need of care and protection as per the provisions of *Juvenile Justice (Care and Protection of Children) Act, 2015*. It is further submitted that the copy of this **Form** be also sent to *Delhi State Legal Services Authority (DSLISA)* to assign a lawyer to assist the child/children of the victim(s) to avail their legal remedies/rights including education.

27. The Expert Committee considered the suggestions of Delhi Police, learned *amici curiae* as well as the counsels mentioned above and submitted the Reports dated 12<sup>th</sup> October, 2020 and 05<sup>th</sup> November, 2020.

### **Conclusion**

28. On careful consideration of the Reports of the Committee appointed

by Ministry of Road Transport and Highways, this Court considers it appropriate to modify the *Claims Tribunal Agreed Procedure* formulated by this Court in ***Rajesh Tyagi - III***.

29. This Court is of the view that it would be appropriate to extend the time for filing of ***Detailed Accident Report (DAR)*** from 30 days to 90 days to bring the Scheme in consonance with Section 159 of the amended Motor Vehicles Act. This Court has divided the ***Detailed Accident Report (DAR)*** into three parts: ***Interim Accident Report (IAR)*** to be filed within 50 days of the accident, ***Detailed Accident Report (DAR)*** to be filed within 90 days of the accident and ***Victim Impact Report (VIR)*** to be filed after the conviction of the accused.

30. This Court has incorporated the benevolent provisions of the formats of the developed countries and the formats of *Transport Research Wing (TRW)* of Ministry of Road Transport and Highways in this Scheme. This Court has introduced the ***Forms*** to be filled by the Driver, Owner, and Victim(s) in the New Scheme.

31. This Court has formulated a new *Scheme for Motor Accident Claims* which is annexed to this judgment. The salient features of this Scheme are as under:-

I. The Investigating Officer shall intimate the accident to the Claims Tribunal by submitting ***First Accident Report (FAR)*** in ***Form - I*** within 48 hours of the intimation of the accident. If the particulars of insurance policy are available, the intimation of the accident in ***Form - I*** shall be given to the Nodal Officer of the concerned Insurance Company of the offending vehicle. The Investigating Officer shall furnish the copy of ***FAR*** to the victims as well as DSLSA. The Investigating Officer shall furnish the copy of ***FAR*** to

*Delhi State Legal Services Authority (DSLISA)*. The particulars of the accident shall also be uploaded on the website of Delhi Police.

II. The driver of the vehicle(s) involved in the accident shall furnish the relevant information namely his name, age, gender, income, driving license, period of validity of license, vehicle registration number, particulars of the owner and insurance of the vehicle etc., to the Investigating Officer in **Form-III** within 30 days of the accident.

III. The owner of the vehicle(s) involved in the accident shall furnish the relevant information namely particulars of the driver, particulars of the insurance policy, particulars of permit and fitness etc. in **Form - IV** to the Investigating Officer within 30 days of the accident.

IV. The Investigating Officer shall submit **Interim Accident Report (IAR)** in **Form - V** before the Claims Tribunal within 50 days of the accident.

V. The Victim(s) of the accident shall furnish the relevant information and the documents to the Investigating Officer in **Form - VIA** and **VIB** within 60 days of the accident.

VI. The Investigating Officer shall furnish the copy of the **Victim's Forms** along with the documents to the Insurance Company of the offending vehicle along with **DAR** whereupon the Insurance Company shall verify the information and documents furnished by the victim(s) within 30 days of the receipt of the **DAR**.

VII. The Investigating Officer shall send the copy of the **Victim's Form - VIB** to the Child Welfare Committee along with **DAR** whereupon the Child Welfare Committee shall conduct an inquiry to ascertain whether the child/children of the victim(s) is/are in need of protection and care in terms of the *Juvenile Justice (Care and Protection of Children) Act, 2015*.

VIII. The Investigating Officer shall complete the investigation of the criminal case and file the Report under Section 173 CrPC before the Metropolitan Magistrate within 60 days of the accident.

IX. The Investigating Officer shall complete the verification of the information and documents furnished by the driver and owner of the vehicle(s) and submit the *DAR* with the Claims Tribunal in **Form - VII** within 90 days of the accident.

X. In the event of failure of the driver(s), owner(s), Insurance Company and/or claimant(s) to disclose any relevant information and documents, the Investigating Officer shall seek necessary directions from the Claims Tribunal whereupon the Claims Tribunal shall direct the parties in default to submit the requisite Form i.e. **Driver's Form - III, Owner's Form - IV or Victim's Form - VIA and VIB**, along with the relevant documents directly with the Claims Tribunal within 15 days.

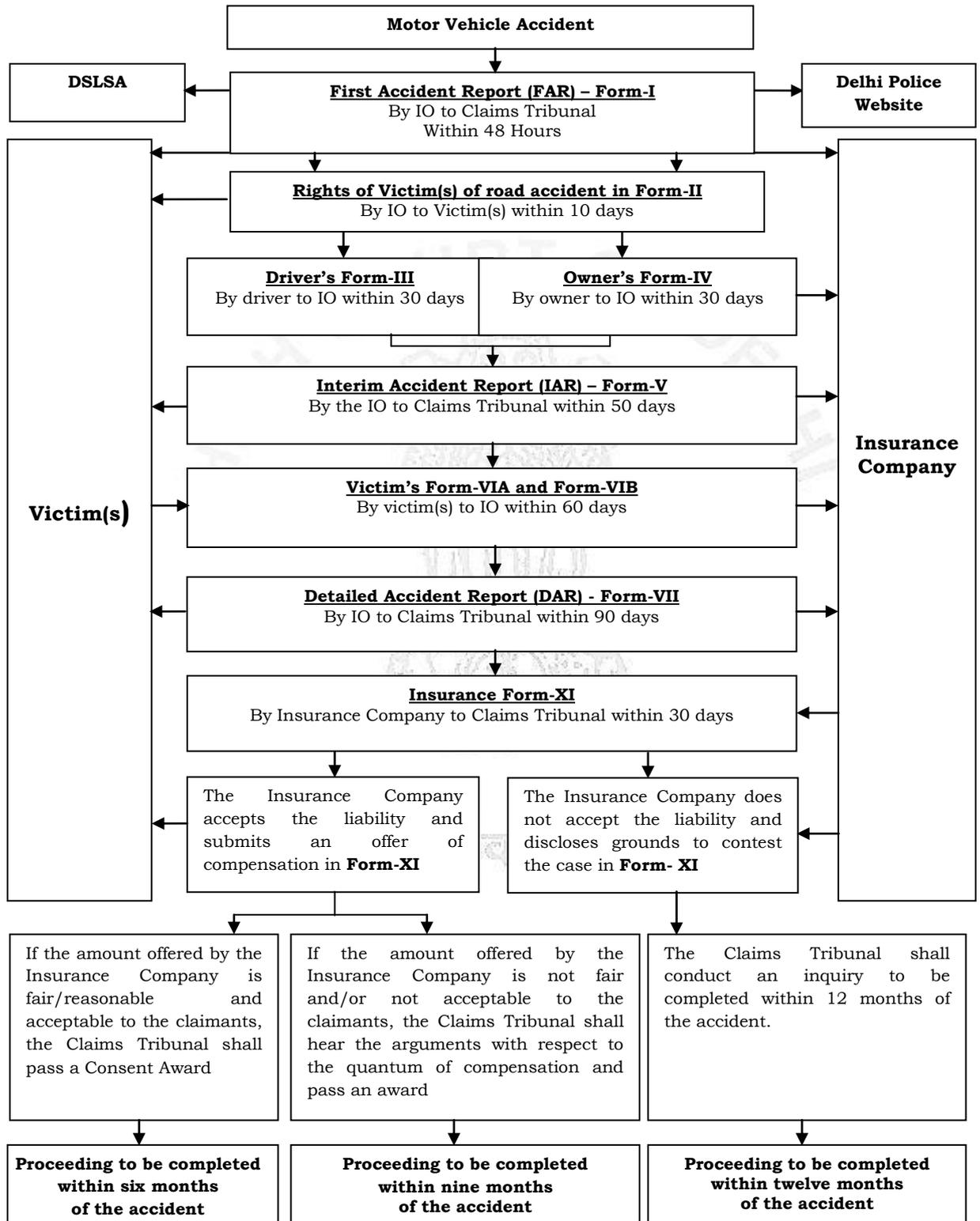
XI. The Insurance Company shall examine the *DAR* and shall submit its decision before the Claims Tribunal in **Form - XI** within 30 days of the receipt of the copy of the *DAR* from the Investigating Officer.

XII. After the conviction of the accused in the criminal case, the learned Metropolitan Magistrate shall send the copy of the judgment as well as the affidavit of the accused with respect to his assets and income to DSLSA whereupon DSLSA shall conduct a summary inquiry and submit a **Victim Impact Report (VIR)** in **Form - XII** before the learned Metropolitan Magistrate within 30 days in terms of the Full Bench judgment of this Court in **Karan v. State NCT of Delhi**, CrI.A.352/2020 decided on 27<sup>th</sup> November, 2020.

32. The flowchart of this Scheme is given in **Form - II** which is

reproduced hereunder:

**FLOW CHART OF SCHEME FOR MOTOR ACCIDENT CLAIMS**



33. The modified *Claims Tribunal Agreed Procedure* formulated by this Court in *Rajesh Tyagi – III* is substituted with this *Scheme for Motor Accidents Claims* which shall be implemented by the Claims Tribunals, Delhi Police and Insurance Companies w.e.f. 02<sup>nd</sup> April, 2021.

34. Mr. H.S. Phoolka, Mr. Sidharth Luthra, Mr. Vikas Pahwa, Mr. Rajshekhar Rao and Mr. Satyam Thareja assisting this Court as Amici Curiae submit that successful implementation of this Scheme requires strict implementation by the Police, Insurance Companies as well as Claims Tribunals and a Committee be constituted to supervise the implementation and take remedial measures.

35. A Committee is hereby constituted to supervise the implementation of this Special Scheme comprising of the following members:-

- (i) Sitting or former Judge of this Court to be nominated by the Hon'ble Chief Justice as Chairperson.
- (ii) Member Secretary, DSLSA as Convener of the Committee.
- (iii) Special Commissioner of Police to be nominated by the Commissioner of Police.
- (iv) Additional Secretary in the Ministry of Road Transport and Highways to be nominated by the Secretary, Ministry of Road Transport and Highways.
- (v) Secretary General, General Insurance Council (GIC).

*Delhi State Legal Services Authority (DSLSA)* shall provide the necessary infrastructure/support staff to the Committee. *Delhi State Legal Services Authority (DSLSA)* shall bear the necessary expenditure for the functioning of the Committee.

36. Delhi Police as well as the Insurance Companies shall file monthly

reports before the Committee with respect to the compliance of the provisions of the Scheme for the previous month. The first report for the period 02<sup>nd</sup> April, 2021 to 30<sup>th</sup> April, 2021 be filed by 20<sup>th</sup> May, 2021 and thereafter by 20<sup>th</sup> of each month. The Committee shall prescribe the format of the compliance report which shall be circulated to the Delhi Police and the Insurance Companies. The Committee shall consider the reports and take such remedial measures as may be considered necessary for successful implementation of the Scheme.

37. The Claims Tribunals shall expedite the adjudication of accident cases and make an endeavour to decide these cases within the timelines mentioned in the flow chart. The Claims Tribunals shall send the monthly statement of MACT cases decided within the timelines mentioned in the Flow Chart as well as those which could not be decided within the timelines along with the reasons for such delay, to the Registrar General of this Court. The Registrar General shall consider the said statements in terms of the directions of the Supreme Court in *Jai Prakash v. National Insurance Co.*, S.L.P. (C.) 11801-11804/2005, vide order dated 13<sup>th</sup> May 2016. The Registrar General shall place these statement(s)/report(s) before the ACR Committee of the Judicial Officer.

38. If any modification is considered necessary in this Scheme, the same shall be carried out by the Committee after hearing the stakeholders. Any suggestion or grievance with respect to the working of this Scheme shall be considered by the Committee.

39. Delhi Police shall modify/replace the *Standing Order, Accident Investigation Manual* and *Check-list* in terms of the new Scheme within four weeks. Delhi Police shall incorporate the directions contained in para 7 of

the judgment dated 14<sup>th</sup> February, 2020 in their *Accident Investigation Manual*. The Delhi Police shall also create a Monitoring Cell to ensure the implementation of this Scheme within four weeks. Delhi Police shall consider preparing system/software in which the non-filing/delay in filing the reports namely *FAR*, *IAR* and *DAR* within the stipulated timelines will be automatically intimated to the higher authorities.

40. On 14<sup>th</sup> February, 2020, this Court directed Delhi Police to implement *DAR* procedure on the same lines as is being done in Tamil Nadu. This Court constituted a Committee for developing the mobile/web application in consultation with all the stakeholders. However, the Committee has not yet submitted its report. The Committee shall complete the deliberations within four weeks and submit a report before this Court on the next date of hearing.

41. On 14<sup>th</sup> February, 2020, this Court directed the pilot project mentioned in the order dated 13<sup>th</sup> December, 2019 to be implemented in respect of death cases in motor accidents in New Delhi District w.e.f. 15<sup>th</sup> April, 2020. However, the pilot project has not yet commenced. The Delhi Police is directed to implement the pilot project in terms of para 12 of the order dated 14<sup>th</sup> February, 2020 under the present Scheme w.e.f. 02<sup>nd</sup> April, 2021.

42. All the Insurance Companies are directed to appoint a Nodal Officer and intimate the name, address, phone numbers/mobile numbers and email address of their Nodal Officer to DCP-Legal Cell (PHQ) of Delhi Police by *email* within four weeks. The Delhi Police shall place on record the list of Nodal Officers of all the Insurance Companies before the next date of hearing.

43. On 03<sup>rd</sup> July, 2015, this Court noted that the appointment of 33

vacancies of Motor Legal Officers was scheduled to be completed by March, 2015. Government of NCT of Delhi and DSSSB are directed to file the status report with respect to the 33 vacancies of Motor Legal Officers mentioned in the order dated 03<sup>rd</sup> July, 2015. However, if the process is not yet complete, the same be completed before the next date, failing which the status report shall disclose the reasons for delay in appointment of Motor Legal Officers as well as the name of the officers responsible for the same.

44. DSLSA and Delhi Police shall prepare a compilation of Frequently Asked Questions (FAQs) relating to this Scheme and place the same before this Court on the next date of hearing.

45. The Expert Committee appointed by the *Transport Research Wing* (TRW) of Ministry of Road Transport and Highways had submitted convenient digitalized *Forms* with colour codings along with its Reports. The *Transport Research Wing* (TRW) of Ministry of Road Transport and Highways is requested to convert *Form - I* to *XII* of this Scheme to convenient digitalized *Forms* within a period of two weeks and the same be placed for approval before this Court.

46. The Registry shall translate this Scheme and *Forms* in Hindi language within two weeks and place the same before this Court on the next date.

47. List for reporting compliance on 26<sup>th</sup> February, 2021.

48. Motor Vehicles Act, 1988 has been amended in 2019 by which Section 164C has been incorporated. Section 164C of the amended Act empowers the Central Government to frame Rules to stipulate the Forms of Accident Information Report under Section 159 of the Motor Vehicles Act. However, Central Government has not yet framed the Rules and the Forms under Section 164C (2) (a) (iii) of the Motor Vehicles Act, 1988. This Court

is of the view that this Scheme and the *Forms* can be incorporated in the Rules being framed by the Government. The Ministry of Road Transport and Highways shall consider this Scheme and the *Forms* at the time of framing the Rules.

49. Government of NCT of Delhi notified Delhi Motor Accident Claims Tribunal Rules, 2008 on 13<sup>th</sup> July, 2009. Government of NCT of Delhi shall consider amending the Rules to incorporate this Scheme and the *Forms*.

50. This Court appreciates the valuable and effective assistance rendered by Mr. Kirtiman Singh, learned Standing Counsel for Central Government assisted by Mr. Waize Ali Noor, Advocate; Mr. Rahul Mehra, learned Standing Counsel for Delhi Police assisted by Mr. Chaitanya Gosain, Advocate; Mr. H.S. Phoolka, learned Amicus Curiae assisted by Ms. Prabhsahay Kaur and Ms. Sampurna Behrua, Director (Legal) of Bachpan Bachao Andolan; Mr. Sidharth Luthra, learned Amicus Curiae assisted by Mr. Arjun, Advocate; Mr. Vikas Pahwa, learned Amicus Curiae assisted by Mr. Sumer Singh Boparai, Advocate; Mr. Rajshekhar Rao, learned Amicus Curiae assisted by Ms. Aanchal Tikmani, Advocate; Mr. Satyam Thareja, learned Amicus Curiae; Mr. S.P. Jain, learned counsel for Go Digit GIC; Mr. Gautam Jha, learned counsel for GIC; Mr. Akshay Chowdhary and Ms. Anjali Agrawal, Law Researchers attached to this Court.

51. This Court appreciates the exemplary work done by the Committee appointed by *Transport Research Wing* (TRW) of Ministry of Road Transport and Highways comprising of Ms. Babni Lal, Economic Advisor Transport, MoRTH as Chairperson; Mr. Pramod Kumar, Inspector General of Police, Tamil Nadu; Mr. Sriram Taranikanti, Principal Secretary, Transport, Govt. of Tripura; Mr. Sanjeev Kumar, Chief Engineer, Road

Safety Wing, MoRTH; Dr. B.N. Shetty, Director Technical, Ministry of Home Affairs; Prof. Geetam Tiwari, Professor, Indian Institute of Technology Delhi; Dr. Venkatesh Balasubramanyam, Professor, Indian Institute of Technology Madras; Ms. Tanu Jain, Assistant Director General, Ministry of Health & Family Welfare; Dr. A. Mohan, Scientist, National Informatics Centre; Dr. Aditya Medury, Assistant Professor, Indian Institute of Technology Kanpur; Dr. G. Gupta, National Consultant, World Health Organization; Mr. Vivek Kishore, Director – Road Safety, MoRTH; Mr. R.K. Puri, Assistant Director, TRW, Member Secretary and Ms. Y. Priya Bharath, CGM, IRDA as Special Invitee. This Court also appreciates the extraordinary efforts made by Mr. Rajesh Deo, DCP-Legal Cell (PHQ) of Delhi Police and Mr. Priyank Bharti, Joint Secretary, Ministry of Road Transport & Highways, as he then was [now Senior Directing Staff (Civil), National Defence College (NDC), Department of Defence] in assisting this Court.

52. C.M.31818/2020 is disposed off.

53. This *Scheme for Motor Accident Claims* along with **Forms - I to XIX** be uploaded on the website of the District Courts in .pdf format along with its Hindi translation by 15<sup>th</sup> March, 2021 to enable the lawyers and litigants to download the same. The Report of the Committee appointed by this Court in MAC. Appeal No. 1134/2017 relating to the cost of artificial limbs by different suppliers be also uploaded on the website of the Districts Courts.

54. Copy of this judgment and *Scheme for Motor Accident Claims* along with **Forms - I to XIX** and the Report of the Committee containing the list of cost of artificial limbs in MAC. Appeal No. 1134/2017 be sent to the Registrar General who shall circulate it to all the Claims Tribunals, Child

Welfare Committees and *Delhi State Legal Services Authority* (DSLISA).

55. Copy of this judgment along with this *Scheme for Motor Accident Claims* and *Forms - I to XIX* be sent to Delhi Judicial Academy to sensitize the Claims Tribunals about this Scheme. Delhi Judicial Academy shall upload this judgment on their *website* (<http://judicialacademy.nic.in>) as good practices of this Court.

56. National Judicial Academy is reporting the best practices of all the High Courts on their *website* ([www.nja.nic.in](http://www.nja.nic.in)) under the head of Practices & Initiatives of various High Courts. Copy of this judgment along with the Scheme and the *Forms* be sent to National Judicial Academy.

**JANUARY 8, 2021**  
ds/dk/ak

**J.R. MIDHA, J.**

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**SCHEME FOR**  
**MOTOR ACCIDENT**  
**CLAIMS**  
**FORMULATED BY**  
**DELHI HIGH COURT**

सत्यमेव जयते

**SCHEME FOR**  
**MOTOR ACCIDENT CLAIMS**  
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## **SCHEME FOR MOTOR ACCIDENT CLAIMS** **FORMULATED BY DELHI HIGH COURT**

### 1. **Investigation of Road Accidents by Police**

On receipt of the information of a road accident, the Investigating Officer of Police shall immediately inspect the site of accident; take photographs of the scene of the accident and the vehicle(s) involved in the accident and prepare a site plan, drawn to scale, as to indicate the layout and width, etc., of the road(s) or place(s), as the case may be; the position of vehicle(s) and person(s) involved; and such other facts as may be relevant. In injury cases, the Investigating Officer shall also take the photograph(s) of the injured in the hospital. The Investigating Officer shall conduct an on the spot enquiry by examining the eyewitnesses/bystanders.

### 2. **Form-I-First Accident Report (FAR) to be submitted by the Investigating Officer to the Claims Tribunal within 48 hours**

2.1 The Investigating Officer shall intimate the accident to the Claims Tribunal by submitting **First Accident Report (FAR)** in **Form-I** within 48 hours of the receipt of intimation of the accident.

2.2 If the particulars of insurance policy are available, the intimation of the accident in **Form-I** shall be given to the Nodal Officer of the concerned Insurance Company of the offending vehicle.

2.3 The Investigating Officer shall furnish the copy of **FAR** to the victims.

2.4 The Investigating Officer shall furnish the copy of **FAR** to **Delhi State Legal Services Authority (DSLISA)**.

2.5 The Investigating Officer shall upload **FAR** of the accident on the website of Delhi Police.

3. **Form-II-Rights of Victim(s) of Road Accident and Flow Chart of this Scheme to be furnished by the Investigating Officer to the Victim(s) within 10 days**

The Investigating Officer shall furnish **Form-II** containing the description of Rights of Victim(s) of road accidents and flow chart of this Scheme to the victim(s) (injured/legal representatives of deceased) within 10 days of the accident against a written acknowledgement. Copy of **Form-II** containing the acknowledgement of the victim(s) shall be filed by the Investigating Officer before the Claims Tribunal along with **Detailed Accident Report (DAR)**.

4. **Form-III-Driver's Form to be submitted by the driver to the Investigating Officer within 30 days**

The driver of the vehicle(s) involved in the accident shall furnish the relevant information namely his name, age, gender, income, driving license, period of validity of license, vehicle registration number, particulars of the owner and insurance of the vehicle, etc., to the Investigating Officer in **Form-III** within 30 days of the accident. (The Investigating Officer shall provide blank **Form-III** to the driver who shall fill up the relevant particulars and furnish the same to the Investigating Officer.) **Form-III**

5. **Form-IV-Owner's Form to be submitted by the owner to the Investigating Officer within 30 days**

The owner of the vehicle(s) involved in the accident shall furnish the relevant information namely particulars of the driver, particulars of the insurance policy, particulars of permit and fitness etc. in **Form-IV** to the Investigating Officer within 30 days of the accident. (The Investigating

Officer shall provide blank *Form-IV* to the owner of the vehicles involved in the accident whereupon the owner shall fill up the Form and furnish the same to the Investigating Officer.)

6. **Form-V-Interim Accident Report (IAR) to be submitted by the Investigating Officer to the Claims Tribunal within 50 days**

The Investigating Officer shall submit *Interim Accident Report (IAR)* in *Form-V* before the Claims Tribunal within 50 days of the accident. The *Interim Accident Report (IAR)* shall be accompanied with the documents mentioned therein. The copy of the *Interim Accident Report (IAR)* along with the documents shall be furnished to the Insurance Company, victim(s) as well as *Delhi State Legal Services Authority (DSLSA)*.

7. **Verification of the Driver's Form and Owner's Form by the Investigating Officer as well as the Insurance Company**

The Investigating Officer as well as the Insurance Company shall verify the information and documents furnished by the driver and owner of the vehicle(s) involved in the accident in *Form-III* and *Form-IV*, respectively. The Investigating Officer and the Insurance Company shall verify the authenticity of the documents furnished by the driver and owner of the vehicle(s) involved in the accident through information available on **VAHAN** or by obtaining confirmation in writing from the Authority/or person purporting to have issued the same or by such further investigation or verification as may be deemed necessary. The Investigating Officer shall file the *Verification Report* in *Form-X* before the Claims Tribunal along with the *Detailed Accident Report (DAR)*.

8. **Form-VIA-Victim's Form to be submitted by the victim(s) to the Investigating Officer within 60 days**

The Victim(s) of the accident shall furnish the relevant information and the documents in **Form-VIA** to the Investigating Officer within 60 days of the accident. (The Investigating Officer shall provide blank **Form-VIA** to the Victim(s) who shall fill up the relevant information/attach the relevant documents and submit the same before the Investigating Officer).

9. **Form-VIB-Victim's Form to be submitted by the Victim(s) in respect of the minor children to the Investigating Officer within 60 days**

In case of any minor child/children of the Victim(s) of the accident, the Investigating Officer shall provide blank **Form-VIB** to the victim(s), who shall fill up the relevant information/attach the relevant documents and submit the same to the Investigating Officer within 60 days of the accident. The Investigating Officer shall send the copy of the **Victim's Form-VIA** and **VIB** along with **DAR** to **Child Welfare Committee** within 30 days of receiving the aforesaid **Form-VIA** and **VIB** from the victim(s), to ascertain if the child is a **Child in Need of Care and Protection (CNCP)** as per the provisions of the **Juvenile Justice (Care and Protection of Children) Act, 2015**. The Investigating Officer shall also send copies of **Form-VIA** and **VIB** along with the **DAR** to the **Delhi State Legal Services Authority (DSLISA)** to assign a lawyer to assist the child/children to avail their legal remedies/rights, including education, within 30 days of receiving the aforesaid **Form-VIA** and **VIB** from the victim(s).

10. **Verification of the Victim's Forms by the Insurance Company**

The Investigating Officer shall furnish the copy of the *Victim's Forms* along with the documents to the Insurance Company of the offending vehicle along with *DAR* whereupon the Insurance Company shall verify the information and documents furnished by the victim(s) within 30 days of the receipt of the *DAR*.

11. **Investigation of the criminal case to be completed by the police within 60 days of the accident**

The Investigating Officer shall complete the investigation of the criminal case and file the Report under Section 173 CrPC before the Metropolitan Magistrate within 60 days of the accident. The Investigating Officer shall submit the copy of the Report under Section 173 CrPC before the Claims Tribunal along with the *Detailed Accident Report (DAR)*.

12. **Form-VII - Detailed Accident Report (DAR) to be submitted by the Investigating Officer before the Claims Tribunal within 90 days**

The Investigating Officer shall complete the verification of the information and documents furnished by the driver and owner of the vehicle(s) involved in the accident and submit the *Detailed Accident Report (DAR)* with the Claims Tribunal in *Form-VII* within 90 days of the accident. The *Detailed Accident Report (DAR)* shall be accompanied with the documents mentioned in *Form-VII* including the *Site Plan* in *Form-VIII*, *Mechanical Inspection Report* in *Form-IX* and *Verification Report* in *Form-X*.

13. **Copy of DAR to be furnished to victim(s), owner/driver of the offending vehicle(s), Insurance Company and Delhi State Legal Services Authority**

The Investigating Officer shall furnish the copy of the *DAR* to victim(s) of the accident, owner/driver of the offending vehicle and the Nodal Officer of the Insurance Company. Copy of the *DAR* (with proper pagination and index) to be sent to the Insurance Company and others. The Investigating Officer shall also furnish a copy of ***Detailed Accident Report (DAR)*** along with the complete documents to *Delhi State Legal Services Authority (DSLISA)*. *Delhi State Legal Services Authority (DSLISA)* shall assist the Claims Tribunal in determination of the just compensation payable to the claimant(s) in accordance with law.

14. **Investigating Officer to seek necessary directions from the Claims Tribunal**

In the event of failure of the driver(s), owner(s), Insurance Company and/or claimant(s) to disclose any relevant information and/or documents, the Investigating Officer shall seek necessary directions from the Claims Tribunal whereupon the Claims Tribunal shall, direct the parties in default to submit the requisite Form i.e. ***Driver's Form-III, Owner's Form-IV*** or ***Victim's Form-VIA*** and ***VIB***, along with the relevant documents directly with the Claims Tribunal within 15 days.

15. **Extension of time to file IAR and DAR**

If the Investigating Officer is unable to file *IAR* within 50 days and/or *DAR* within 90 days for reasons beyond his control, such as cases of hit and run accidents; cases where the parties reside outside the jurisdiction of the Court;

where the driving licence is issued outside the jurisdiction of the Court, or where the victim(s) suffered grievous injuries and is/are undergoing continuous treatment, the Investigating Officer shall approach the Claims Tribunal for extension of time to file *IAR/DAR* whereupon the Claims Tribunal shall extend the time as it considers appropriate in the facts and circumstances of each case.

16. **Examination of FAR, IAR and DAR by the Claims Tribunal**

The Claims Tribunal shall examine whether *FAR*, *IAR* and *DAR* are complete in all respects. If the *DAR* is complete in all respects, the Claims Tribunal shall fix a date for appearance of the driver(s), owner(s), claimant(s) and the eye witness(es) and the Investigating Officer shall produce them on the date so fixed. The Investigating Officer shall intimate the date so fixed by the Claims Tribunal to the Nodal Officer of the Insurance Company and the Insurance Company shall enter appearance on the date fixed. If the *DAR* is not complete, the Claims Tribunal shall direct the Investigating Officer to complete the same and shall fix a date for its completion.

17. **Duty of the Investigating Officer to produce the driver(s), owner(s), claimant(s) and eye witness(es) before the Claims Tribunal**

The Investigating Officer shall produce the driver(s), owner(s), claimant(s) and the eye witness(es) before the Claims Tribunal, after the order of the Claims Tribunal that the *DAR* is complete in all respects. However, if the Investigating Officer is unable to produce the owner(s), driver(s), claimant(s) and eye witness(es) before the Claims Tribunal on the date fixed by the Claims Tribunal for reasons beyond his control, the Claims Tribunal

shall issue notice to them to be served through the Investigating Officer for a date for appearance not later than 30 days. The Investigating Officer shall give an advance notice to the Nodal Officer of the concerned Insurance Company about the date of filing of the *DAR* before the Claims Tribunal so that the nominated counsel for the Insurance Company can remain present on the first date of hearing before the Claims Tribunal.

18. **In case of an un-insured vehicle, the offenders to be prosecuted under Section 196 of the Motor Vehicles Act**

In case of an un-insured offending vehicle, the Investigating Officer shall prosecute the person(s) liable for violation of Section 196 of the Motor Vehicles Act, including the driver, owner and any person who allowed the un-insured vehicle to be driven.

19. **In case of fake driving licence/permit/fitness/insurance policy, appropriate action to be taken in accordance with law**

If the driving licence/permit/fitness/insurance policy is found to be fake, the Investigating Officer shall take appropriate action in accordance with law.

20. **Un-insured vehicle not to be released to the owner**

If the offending vehicle is not covered by the policy of insurance against third party risks; or if the driver was not holding a valid driving licence; or if the registered owner fails to furnish copy of the insurance policy or the driving licence of the driver, the offending vehicle involved in the accident shall not be released, unless the registered owner furnishes sufficient security to the satisfaction of the Court to pay compensation that may be awarded. On expiry of three months of the vehicle being taken in possession

by the Investigating Officer, such vehicle shall be sold off in a public auction by the Magistrate having jurisdiction over the area where the accident occurred and proceeds thereof shall be deposited with the concerned Claims Tribunal within 15 days for satisfying the compensation that may be awarded by the Claims Tribunal.

21. **Duties of Police shall be construed to be part of State Police Act**

The duties of police enumerated above shall be construed as if they are included in the respective State Police Act and any breach thereof shall entail consequences envisaged in that law.

22. **Duty of the Registration Authority to verify the documents within 15 days of the application**

The Registration Authority shall verify the registration certificate, driving licence, fitness and permit in respect of the vehicle(s) within 15 days of the application being made by the Investigating Officer.

23. **Duty of the Hospital to issue MLC and Post-Mortem Report within 15 days of the accident**

The concerned hospital shall issue the MLC and Post-Mortem Report to the Investigating Officer within 15 days of the accident.

24. **Claims Tribunal shall treat DAR as a claim petition for compensation under Section 166(4) of the Motor Vehicles Act**

24.1 The Claims Tribunal shall treat the DAR filed by the Investigating Officer as a claim petition under Section 166(4) of the Motor Vehicles Act.

24.2 If the Investigating Officer is unable to produce the claimant(s) on the first date of hearing, the Claims Tribunal shall register the *DAR* as a claim petition after the appearance of the claimant(s).

24.3 If the claimant(s) file a separate claim petition, *DAR* shall be tagged along with the claim petition.

24.4 If the Report under Section 173 CrPC has not been filed at the time of filing of the *DAR*, the Claims Tribunal shall either await the filing of the Report under Section 173 CrPC or record the statement of the eye witness(es) to satisfy itself with respect to the negligence before passing the award.

24.5 The Claims Tribunal shall register the *First Accident Report (FAR)* as a miscellaneous application and the *Interim Accident Report (IAR)* as well as *Detailed Accident Report (DAR)* shall be taken on record in that Miscellaneous Application.

25. **In cases of charge of rash and negligent driving, the Claims Tribunal shall register the case under Section 166 of the Motor Vehicles Act**

The Claims Tribunal shall register the case under Section 166 of the Motor Vehicles Act, if *DAR* and in particular, the Report under Section 173 CrPC has brought a case of rash and negligent driving. However, in cases where the *DAR* does not bring a charge of negligence or the claimant(s) choose to claim compensation on *No-fault* basis despite the charge of negligence, the Claims Tribunal shall register the claim as a *No-fault* liability case under the Motor Vehicles Act.

26. **Duty of the Insurance Companies to appoint a Nodal Officer and intimate the Delhi Police**

All the Insurance Companies shall appoint a Nodal Officer and intimate the name, address, phone numbers/mobile numbers and email address of their Nodal Officer to DCP-Legal Cell (PHQ) of Delhi Police who shall instruct all the Investigating Officers of Delhi Police dealing with the investigation of motor accident claims to send relevant forms and documents to the Nodal Officer by e-mail.

27. **Duty of the Insurance Company to appoint a Designated Officer within 10 days of the receipt of the first intimation of the accident**

Upon receipt of the first intimation of accident, the Insurance Company shall appoint a Designated Officer for that case within 10 days. The Designated Officer shall be responsible for dealing/ processing of that case and to pass a reasoned decision in writing with respect to the compensation payable to the claimant(s) in accordance with law.

28. **Duty of the Insurance Company to verify the claim**

The Insurance Companies are duty bound to verify the correctness/genuineness of the claim. The Insurance Companies shall direct their own officer(s) or appoint an investigator or surveyor to verify the claim. If the statements made in the *DAR* are found to be incorrect, the Designated Officer shall send the copy of the report of the surveyor/investigator to the DCP concerned. If the Insurance Company, upon investigation, finds a case of fake accident, the Insurance Company is at liberty to file an application before the DCP concerned to requisition the CDR record of the driver of the offending vehicle.

29. **Form-XI to be submitted by the Insurance Company before the Claims Tribunal within 30 days of DAR**

If the liability to pay the compensation is not disputed, the Insurance Company shall take a decision as to the quantum of compensation payable to the claimant(s) in accordance with law within 30 days of the date of receipt of the copy of *DAR* from the Investigating Officer. The decision taken by the Designated Officer of the Insurance Company shall be in writing and it shall be a reasoned decision. The report of the Designated Officer of the Insurance Company to be submitted before the Claims Tribunal shall be in *Form -XI*. However, if the Insurance Company does not admit the liability to pay the compensation, it shall disclose the grounds of defence in *Form-XI* and shall file the copy of report of Surveyor/Investigator along with *Form-XI*.

30. **Consent award to be passed where claimant(s) accepts the offer of Insurance Company**

The compensation assessed by the Designated Officer of the Insurance Company shall constitute a legal offer to the claimant(s) and if the said amount is fair and acceptable to the claimant(s), the Claims Tribunal shall pass a consent award and shall provide 30 days time to the Insurance Company to deposit the award amount. However, before passing the consent award, the Claims Tribunal shall ensure that the claimant(s) are awarded just compensation in accordance with law. The Claims Tribunal shall ensure that the consent award is passed within six months from the date of accident.

31. **Claimant(s) to respond to the offer of the Insurance Company within 30 days**

If the claimant(s) are not in a position to immediately respond to the offer of the Insurance Company, the Claims Tribunal shall grant them time not later than 30 days to respond to the said offer.

32. **If the compensation offered by the Insurance Company is not fair and/or is not acceptable to the claimant(s), the Claims Tribunal shall pass an award within nine months from the date of accident**

If the amount offered by the Insurance Company is not fair/reasonable and/or is not acceptable to the claimants, the Claims Tribunal shall determine the amount after hearing the parties and shall pass an award. The Claims Tribunal shall ensure that the award is passed within nine months from the date of accident.

33. **If the Insurance Company disputes the liability, the Claims Tribunal shall conduct an Inquiry and pass an award within one year from the date of accident**

If the Insurance Company disputes the liability to pay the compensation, it shall disclose the grounds of defence in **Form-XI**. If the Claims Tribunal considers the recording of evidence necessary, the Claims Tribunal shall conduct an inquiry in terms of Sections 168 and 169 of the Motor Vehicles Act to be completed within one year from date of accident. If the Claims Tribunal is unable to complete the inquiry within one year, it shall record reasons thereof in the award. The Claims Tribunal shall follow the principles laid down in **Mayur Arora v. Amit**, 2011 (1) TAC 878 in conducting the inquiry. The Claims Tribunal may direct the recording of the evidence by the

Local Commissioner, if the Insurance Company is willing to bear the fees of the Local Commissioner.

34. **Duty of the Claims Tribunal to elicit the truth**

Before passing the award on the basis of the *DAR*, the Claims Tribunal shall satisfy itself that the statements made in the *DAR* are true. *DAR* is merely an opinion of the Investigating Officer and is not to be treated as legal evidence. The *DAR* is to be considered like a Report under Section 173 CrPC and the Claims Tribunal shall satisfy itself with respect to the genuineness of the claim as well as all the relevant facts. For example, in death case(s), the Claims Tribunal shall direct the claimant(s) to produce the original documents relating to age, occupation and income of the deceased and an award shall be passed after the satisfaction of Claims Tribunal with respect to all the relevant facts. Similarly, in injury case(s), the Claims Tribunal shall examine the injured and the relevant medical records to satisfy itself with respect to the nature of the injuries and percentage of the functional disability of the injured. The Claims Tribunal may consider examining the parties under Section 165 of the Evidence Act. Reference be made to *Ved Prakash Kharbanda v. Vimal Bindal*, (2013) 198 DLT 555 for the scope of Section 165 of the Evidence Act.

35. **Direction to the claimant(s) to open savings bank account near the place of their residence in a nationalized bank**

The Claims Tribunal shall direct the claimant(s), on the very first date of their appearance, to open a savings bank account in a nationalized bank near the place of their residence and the concerned bank be directed not to issue any cheque book(s) and/or debit card(s) to the claimant(s) and if the same

have already been issued, the bank be directed to cancel the same and make an endorsement on the passbook of the claimant(s) to the effect that no cheque book and/or debit card shall be issued to the claimant(s) without the permission of the Claims Tribunal. The claimant(s) be directed to produce the copy of the order passed by the Claims Tribunal before the concerned bank whereupon the bank be directed to make an endorsement on the passbook. The claimant(s) be directed to produce the passbook with the necessary endorsement as well as Aadhaar Card and PAN Card before the Claims Tribunal.

36. **Examination of the claimant(s) before passing of the award**

36.1 The Claims Tribunal shall, before or at the time of passing of the award, examine the claimant(s) to ascertain their financial condition/needs, mode of disbursement and amount to be kept in fixed deposits.

36.2 The Claims Tribunal shall ensure that the following documents of the claimants are taken on record before the disbursement of the award amount:

- (a) Aadhaar Card and PAN Card;
- (b) Details of the Bank Account(s) of the Claimant(s) near the place of their residence along with the proper endorsement; and
- (c) Two sets of photographs and specimen signatures of the claimant(s).

36.3 Before disbursement of the award amount, the Claims Tribunal shall satisfy that the savings bank account(s) of the claimant(s) is near the place of their permanent residence and an endorsement has been made by the bank on the passbook of the claimant(s) to the effect that no cheque book(s) and/or debit card(s) shall be issued to the claimant(s) without prior permission of the Claims Tribunal. If the claimant(s) bank account is not

near the place of their permanent residence, the Claims Tribunal shall defer the disbursement of award amount till passbook(s) of savings bank account(s) of the claimant(s) in a nationalized bank near the place of their permanent residence is not produced along with necessary endorsement.

36.4 At the time of passing of the award, the Claims Tribunal shall examine whether the claimant(s) is/are entitled to exemption of deduction of TDS and if so, the claimant(s) shall submit Form 15G or Form 15H (for senior citizen) to the Insurance Company so that no TDS is deducted. The Claims Tribunal shall record a finding on this aspect at the time of passing of the award.

37. **Written submissions to be filed by the parties before the Claims Tribunals in Form-XIII and XIV**

Both the parties shall file the written submissions with respect to their computation of compensation before the Claims Tribunal in **Form-XIII** for death cases and **Form-XIV** for injury cases.

38. **Deposit of the award amount**

38.1 The Claims Tribunal shall direct the Insurance Company to deposit the award amount or transfer the same by RTGS/NEFT/IMPS directly to the bank account of the Claims Tribunal within 30 days of the award. However, if the Insurance Company decides to file an appeal against the impugned award, the Insurance Company shall seek extension of time to deposit the award amount whereupon the Claims Tribunal shall withhold coercive action till the expiry of 90 days from the date of the award.

38.2 The respondent(s) held liable to pay compensation by the Claims Tribunal shall give notice of deposit of the compensation amount to the

claimant(s) and shall file a compliance report with the Claims Tribunal with respect to the deposit of the compensation amount within 15 days of the deposit with the interest upto the date of notice of deposit to the claimant(s) with a copy to their counsel. The names and addresses of the claimant(s) and their counsel shall be mentioned in the award for issuance of notice of deposit.

39. **Disbursement of the award amount**

The Claims Tribunal shall disburse the award amount through ***Motor Accident Claims Tribunal Annuity Deposit (MACAD) Scheme*** formulated by this Court vide order dated 01<sup>st</sup> May, 2018. Copy of the ***Motor Accident Claims Tribunal Annuity Deposit (MACAD) Scheme*** is ***Form-XIX***. The following 21 Banks are implementing the ***MACAD Scheme***:(i) State Bank of India, (ii) Punjab National Bank (iii) UCO Bank (iv) Bank of Baroda (v) Allahabad Bank (vi) Oriental Bank of Commerce (vii) IDBI Bank (viii) Indian Overseas Bank (ix) Andhra Bank (x) Bank of India (xi) Punjab & Sind Bank (xii) Bank of Maharashtra (xiii) Canara Bank (xiv) Central Bank of India (xv) Syndicate Bank (xvi) Corporation Bank (xvii) Dena Bank (xviii) Union Bank of India (xix) United Bank of India (xx) Indian Bank (xxi) Vijaya Bank.

40. **Protection of the award amount**

The Claims Tribunal shall, depending upon the financial status and financial need of the claimant(s), release such amount as may be considered necessary and direct the remaining amount to be kept in fixed deposits in a phased manner (For example, if a sum of Rs.5,50,000/- has been awarded to the claimant(s), Rs.50,000/- may be released immediately and the remaining

amount of Rs.5,00,000/- may be kept in 50 fixed deposits of Rs.10,000/- each, in the name of the claimant(s), for the period of one month to 50 months respectively, with cumulative interest). The Claims Tribunal shall impose the following conditions with respect to the fixed deposits:-

(a) The Bank shall not permit any joint name(s) to be added in the savings bank account or fixed deposit accounts of the claimant(s) i.e. the savings bank account(s) of the claimant(s) shall be an individual savings bank account(s) and not a joint account(s).

(b) The original fixed deposit shall be retained by the bank in safe custody. However, the statement containing FDR number, FDR amount, date of maturity and maturity amount shall be furnished by bank to the claimant(s).

(c) The monthly interest be credited by Electronic Clearing System (ECS) in the savings bank account of the claimant(s) near the place of their residence.

(d) The maturity amounts of the FDR(s) be credited by Electronic Clearing System (ECS) in the savings bank account of the claimant(s) near the place of their residence.

(e) No loan, advance, withdrawal or pre-mature discharge be allowed on the fixed deposits without permission of the Court.

(f) The concerned bank shall not issue any cheque book and/or debit card to claimant(s). However, in case the debit card and/or cheque book have already been issued, bank shall cancel the same before the disbursement of the award amount. The bank shall debit card(s) freeze the account of the claimant(s) so that no debit card be issued in respect of the account of the claimant(s) from any other branch of the bank.

(g) The bank shall make an endorsement on the passbook of the claimant(s) to the effect that no cheque book and/or debit card have been issued and shall not be issued without the permission of the Court and claimant(s) shall produce the passbook with the necessary endorsement before the Court on the next date fixed for compliance.

(h) It is clarified that the endorsement made by the bank along with the duly signed and stamped by the bank official on the

passbook(s) of the claimant(s) is sufficient compliance of clause above.

41. **Form-XVII- Claims Tribunal shall deal with the compliance of the provisions in the award**

41.1 The Claims Tribunal shall incorporate the summary of computation of compensation in the award in **Form-XV** for death cases and in **Form-XVI** for injury cases.

41.2 The Claims Tribunal shall deal with the compliance of this Scheme especially as to whether there has been any delay or deficiency on the part of the Investigating Officer of the Police and/or the Designated Officer of the Insurance Company. In the event of any delay or deficiency on the part of the Investigating Officer of the Police, the Claims Tribunal may consider recommending adverse entry to be made in the service record of the concerned officer, after affording an opportunity of hearing to the concerned officer. In case of delay or deficiency on the part of the Designated Officer of the Insurance Company, the Claims Tribunal may consider recommending adverse entry to be made in the service record of the concerned officer or impose cost/penal interest to be recovered from the salary of the officer in default, after affording an opportunity of hearing to the concerned officer. The Claims Tribunal shall incorporate the compliance of this Scheme in the award in **Form-XVII**.

42. **Claims Tribunal shall fix a date for reporting compliance**

42.1 The Claims Tribunal shall fix a date for reporting compliance in the award itself. The Claims Tribunal shall direct the Insurance Company and/or driver/owner to place on record the proof of deposit of the compensation

amount with upto date interest, the notice of deposit and the calculation of interest on the date so fixed. Upon such proof being filed, the Claims Tribunal shall ensure that the interest upto the date of notice of deposit has been deposited by the party concerned.

42.2 If the award amount is not deposited within the stipulated period, the Claims Tribunal shall attach the bank account of the Insurance Company after 90 days of the award in terms of principles laid down in *New India Assurance Company Ltd. v. Kashmiri Lal*, (2005) 125 DLT 571.

42.3 The Claims Tribunal shall execute its award in terms of the principles laid down by this Court in *Bhandari Engineers & Builders Pvt. Ltd. v. Maharia Raj Joint Venture*, MANU/DE/1497/2020.

42.4 If the award of the Claims Tribunal is stayed by the High Court in appeal, the Claims Tribunal shall close the matter with liberty to the claimant(s) to revive it after the decision of the appeal.

43. **Copy of the DAR as well as the award to be sent to the concerned Metropolitan Magistrate**

43.1 The Claims Tribunal shall send a certified copy of the award passed by the Claims Tribunal to the concerned Metropolitan Magistrate.

43.2 The Investigating Officer shall submit a copy of the *DAR* before the concerned Metropolitan Magistrate within one week of submitting the same before the Claims Tribunal.

43.3 The Investigating Officer shall submit the copy of the award passed by the Claims Tribunal before the concerned Metropolitan Magistrate within one week of the passing of the award.

44. **Copy of the award to be sent to the Delhi State Legal Services Authority**

The Claims Tribunal shall send the copy of the award to the *Delhi State Legal Services Authority (DSLSA)*.

45. **Form-XVIII- Record of awards of the Claims Tribunal**

The record of the awards passed by the Claims Tribunals shall be maintained in a chronological order according to the date of the award in such a manner that it is easy for the litigants/lawyers to ascertain whether the compensation has been received or not. The format of the record of the awards shall be in ***Form-XVIII***.

46. **Form-XII-Victim Impact Report (VIR) to be filed by Delhi State Legal Services Authority before the Metropolitan Magistrate within 30 days of the conviction.**

After the conviction of the driver in the criminal case, the learned Metropolitan Magistrate shall send the copy of the judgment as well as the affidavit of the accused with respect to his assets and income to DSLSA whereupon DSLSA shall conduct a summary inquiry and submit a ***Victim Impact Report (VIR)*** before the learned Metropolitan Magistrate within 30 days of the conviction in terms of the Full Bench judgment of this Court in ***Karan v. State NCT of Delhi***, CrI.A.352/2020 decided on 27<sup>th</sup> November, 2020. The ***Victim Impact Report*** formulated by the Full Bench is attached hereto as ***Form-XII***.

## FORM-I

### FIRST ACCIDENT REPORT (FAR)

**By Investigating Officer to Claims Tribunal**  
**Within 48 hours of the receipt of intimation of the Accident**  
**Copy to Victim(s), Insurance Company and DSLSA**

<b>FIR No.</b>	
<b>Date</b>	
<b>Under Section</b>	
<b>Police Station</b>	

1.	<b>Date of Accident</b>	
2.	<b>Time of Accident</b>	
3.	<b>Place of Accident</b>	
4.	<b>Source of Information</b>	<input type="checkbox"/> Driver/Owner <input type="checkbox"/> Victim <input type="checkbox"/> Witness <input type="checkbox"/> Hospital <input type="checkbox"/> Good Samaritan <input type="checkbox"/> Police <input type="checkbox"/> Others (Specify)
	<b>Name, mobile number &amp; address of the Informant</b>	
	Name	
	Mobile No.	
	Address	
5.	<b>Nature of Accident</b>	<input type="checkbox"/> Injury <input type="checkbox"/> Fatal <input type="checkbox"/> Damage/loss of the property <input type="checkbox"/> Any other loss/injury
	Number of Vehicles involved	
	Whether Registration Number of the Offending Vehicle known	<input type="checkbox"/> Yes <input type="checkbox"/> No

	Whether offending vehicle impounded by the police	<input type="checkbox"/> Yes	<input type="checkbox"/> No
	Whether the driver of the offending vehicle found on the spot	<input type="checkbox"/> Yes	<input type="checkbox"/> No
	Number of Fatalities		
	Number of Injured		
6.	<b>Details of the Hospital where victim(s) taken</b>		
	Hospital Name		
	Address		
	Doctor's Name		
7.	<b>Availability of CCTV Footage</b> If yes, CCTV Footage be preserved and be filed with DAR	<input type="checkbox"/> Yes	<input type="checkbox"/> No
8.	<b>Details of Owner(s), Driver(s) and Insurance of the Vehicle(s)</b>		
	<b>Details</b>	<b>Vehicle 1 (Offending vehicle)</b>	<b>Vehicle 2</b>
	<b>Vehicle Details</b>		
	Vehicle Registration No.		
	<b>Driver Details</b>		
	Name of the Driver		
	Address of Driver		
	Mobile No. of Driver		
	<b>Owner Details</b>		
	Name of the Owner		

	Address of Owner		
	Mobile No. of Owner		
	<b>Insurance Details</b>		
	Insurance Policy No.		
	Period of Insurance Policy		
	Name of Insurance Company		
	Address of Insurance Company		
9.	<b>Details of Victim(s)</b>		
	<b>Name</b>	<b>Deceased /Injured</b>	<b>Address &amp; Contact Details</b>
(i)			
(ii)			
(iii)			
(iv)			
(v)			
(vi)			

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**S.H.O./I.O**

**P.I.S. No. :** \_\_\_\_\_

**Phone No. :** \_\_\_\_\_

**P.S. :** \_\_\_\_\_

**Date :** \_\_\_\_\_

**Documents to be attached:**

- (i) Copy of FIR

## **FORM-II**

### **RIGHTS OF VICTIM(S) OF ROAD ACCIDENT AND FLOW CHART OF THIS SCHEME**

**To be handed over by IO to the  
Victim/Family Members/Legal Representatives within 10 days of the accident**

1. Right to immediate medical aid and treatment.
2. Right to copy of FIR.
3. Right to copy of First Accident Report (FAR) in Form - I.
4. Right to copy of Rights of Victim and Flow Chart of this Scheme in Form -II.
5. Right to copy of Driver's Form-III along with the documents.
6. Right to copy of Owner's Form-IV along with the documents.
7. Right to copy of Interim Accident Report (IAR) in Form-V along with the documents.
8. Right to blank copy of format of Victim's Form-VIA and Form-VIB.
9. Right to copy of Detailed Accident Report (DAR) in Form-VII along with the documents.
10. Right to copy of Insurance Form-XI.
11. Right to copy of Report under Section 173 Cr.P.C.
12. Right to copy of Victim Impact Report in Form-XII.
13. Right to copy of MLC and Post-Mortem Report.
14. Right to free legal aid from Delhi State Legal Services Authority.
15. Right to appear before the Claims Tribunal in person or through lawyer.
16. Right of a minor child/children (18 years or below) of the victim to be referred to the Child Welfare Committee by the IO for Inquiry into their needs and status.
17. Right of a minor child/children (18 years or below) of the victim to have the Child Welfare Committee conduct an Inquiry through the District Child Protection Officer into their well-being, medical needs, security, nutrition etc.
18. Right of a minor child/children (18 years or below) of the victim to get all benefits of *Juvenile Justice (Care and Protection of Children) Act, 2015* in case the Child Welfare Committee returns a finding of a child being a *Child in Need of Care and Protection (CNCP)*.
19. Right of such minor child/children of the Victim to be placed in a *Children's Home* in case both the parents died or the surviving parent is unable to take

care of the child, as provided under the *Juvenile Justice (Care and Protection of Children) Act, 2015*.

20. Right to receive compensation under the *Scheme for Motor Accident Claims* formulated by the Delhi High Court.

Flow Chart of this Scheme is attached.

**S.H.O./I.O**

**P.I.S. No.** : \_\_\_\_\_

**Phone No.** : \_\_\_\_\_

**P.S.** : \_\_\_\_\_

**Date** : \_\_\_\_\_

**Acknowledgement of the Victim/Family Members/Legal Representatives**

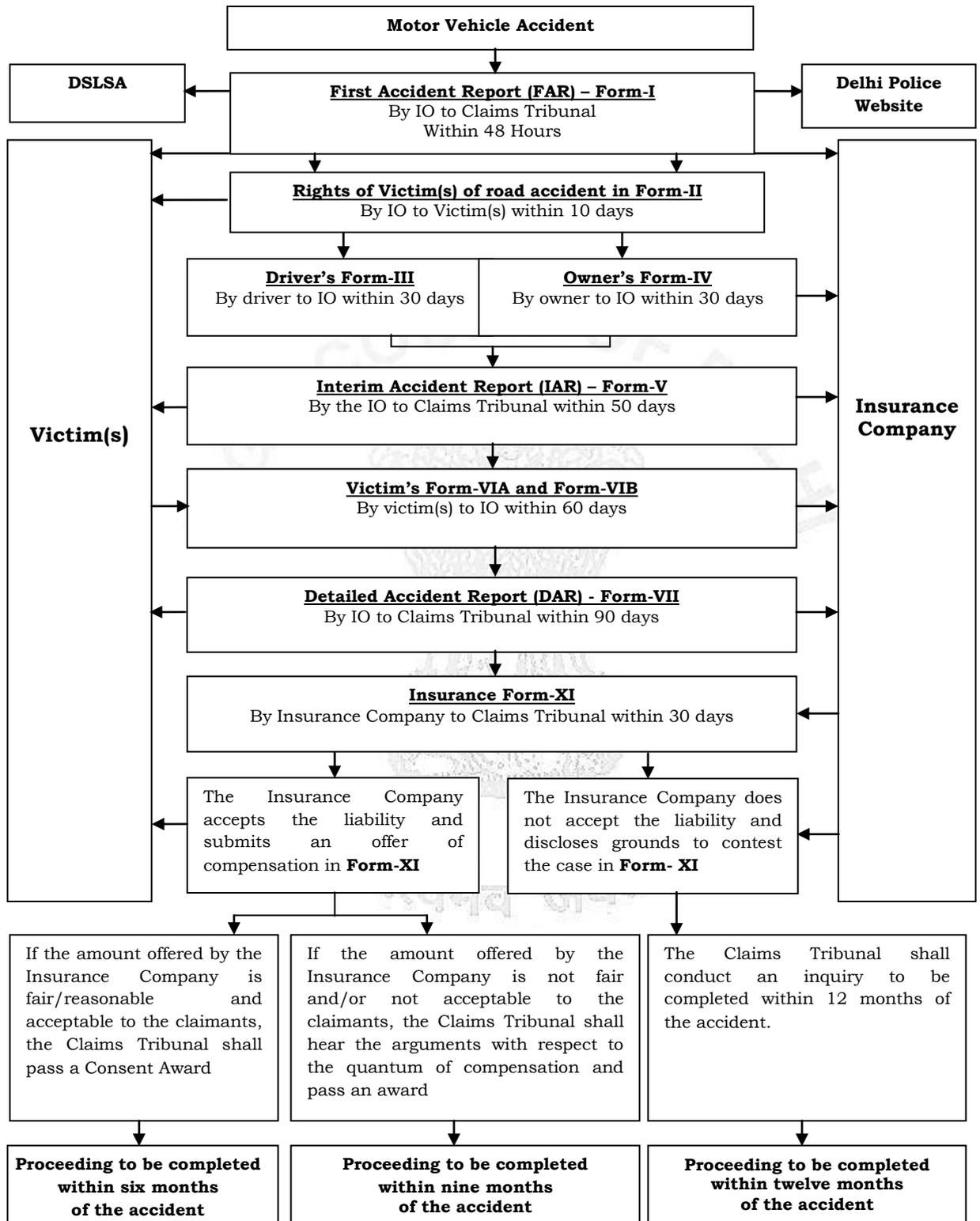
I have received this Form and the Flow Chart of the Scheme along with the copy of a blank Victim's Form-VIA and Form-VIB.

\_\_\_\_\_

**Victim/Family Members/Legal Representatives**

**Date** : \_\_\_\_\_

**FLOW CHART OF SCHEME FOR MOTOR ACCIDENT CLAIMS**



## **FORM-III**

### **DRIVER'S FORM**

**By Driver of the vehicle(s) to Investigating Officer  
Within 30 days of the Accident  
Copy to Victim(s) and Insurance Company**

<b>FIR No.</b>	
<b>Date</b>	
<b>Under Section</b>	
<b>Police Station</b>	

1.	<b>Driver Details</b>	
	Name	
	Father's Name	
	Mobile No.	
	Address	
2.	<b>Age/Date of Birth</b>	
3.	<b>Gender</b>	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Other
4.	<b>Educational Qualifications</b>	<input type="checkbox"/> Primary <input type="checkbox"/> SSC <input type="checkbox"/> HSC <input type="checkbox"/> Graduate <input type="checkbox"/> Postgraduate <input type="checkbox"/> Doctorate <input type="checkbox"/> Uneducated
5.	<b>Occupation</b>	<input type="checkbox"/> Private Service <input type="checkbox"/> Govt. Job <input type="checkbox"/> Professional <input type="checkbox"/> Agriculture <input type="checkbox"/> Self-Employed <input type="checkbox"/> Others
6.	<b>Monthly Income</b>	Rs.
7.	<b>Driving Licence</b>	<input type="checkbox"/> Permanent <input type="checkbox"/> Learner's <input type="checkbox"/> Juvenile <input type="checkbox"/> Without License <input type="checkbox"/> Others (Specify)

8.	<b>Driving Licence No.</b>	
9.	<b>Period of Validity of Licence</b>	
10.	<b>Licensing Authority</b>	
11.	<b>Vehicle Registration No.</b>	
12.	<b>Vehicle Type</b>	
13.	<b>Owner Details</b>	
	Name	
	Mobile No.	
	Address	
14.	<b>Insurance Details</b>	
	Policy No.	
	Period of Policy	
	Name of Insurance Company	

**Verification:**

Verified at \_\_\_\_\_ on this \_\_\_\_\_ day of \_\_\_\_\_ that the contents of the above Form are true to my knowledge and the documents attached are true copies of their originals.

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Photograph  
and  
Signature  
of Driver

**Documents to be attached:**

- (i) ID/address proof
- (ii) Driving Licence
- (iii) Insurance Policy

## **FORM-IV**

### **OWNER'S FORM**

**By Owner of the vehicle(s) to Investigating Officer  
Within 30 days of Accident  
Copy to the Victim(s) and Insurance Company**

<b>FIR No.</b>	
<b>Date</b>	
<b>Under Section</b>	
<b>Police Station</b>	

1.	<b>Vehicle Details</b>	
	Registration No.	
	Colour	
	Make	
	Model	
	Year of Manufacture	
	Chassis No.	
	Engine No.	
	Registering Authority Name	
	Vehicle Type	<input type="checkbox"/> Motorized 2-wheeler <input type="checkbox"/> Auto <input type="checkbox"/> Car/Jeep/Taxi <input type="checkbox"/> Cycle <input type="checkbox"/> Rickshaw <input type="checkbox"/> Bicycle <input type="checkbox"/> Hand Drawn Cart <input type="checkbox"/> Tempo/Tractor <input type="checkbox"/> Bus <input type="checkbox"/> Truck/Lorry <input type="checkbox"/> Animal Drawn Cart <input type="checkbox"/> Heavy Articulated Vehicle/ Trolley <input type="checkbox"/> Not Known <input type="checkbox"/> Others (Specify)

	Vehicle Use Type	<input type="checkbox"/> Private Vehicle <input type="checkbox"/> Commercial Vehicle <input type="checkbox"/> Goods & Carriage <input type="checkbox"/> Garbage Truck <input type="checkbox"/> Taxi/Hired Vehicle <input type="checkbox"/> Public Service Vehicle <input type="checkbox"/> Educational Institute Bus <input type="checkbox"/> Others (Specify)
2.	<b>Owner Details</b>	
	Name <i>In case of a company, give name of person in-charge in terms of Section 199 of the MV Act, 1988</i>	
	Father's Name	
	Mobile No.	
	Address	
	Occupation	
3.	<b>Driver Details</b>	
	Name	
	Father's Name	
	Mobile No.	
	Address	
	Driving Licence No.	
	Period of Validity	
	Licensing Authority	
4.	<b>Insurance Details</b>	
	Policy No.	
	Period of Policy	
	Name of Insurance Company	

	Address of Insurance Company	
	Details of previous Insurance Policy	
	Whether the vehicle previously involved in any MACT case? <i>If yes, give details of FIR and MACT case.</i>	
5.	<b>In case of commercial vehicle</b>	
	Permit details	
	Fitness details	
6.	<b>Whether the owner reported the accident to the Insurance Company</b>	<input type="checkbox"/> Yes <input type="checkbox"/> No

**Verification:**

Verified at \_\_\_\_\_ on this \_\_\_\_\_ day of \_\_\_\_\_ that the contents of the above Form are true to my knowledge and the documents attached are true copies of their originals.

**Documents to be attached:**

- (i) ID/address proof
- (ii) Registration Certificate
- (iii) Driving Licence of the Driver
- (iv) Insurance Policy
- (v) Permit
- (vi) Fitness

Photograph  
and  
Signature  
of  
Owner

## **FORM-V**

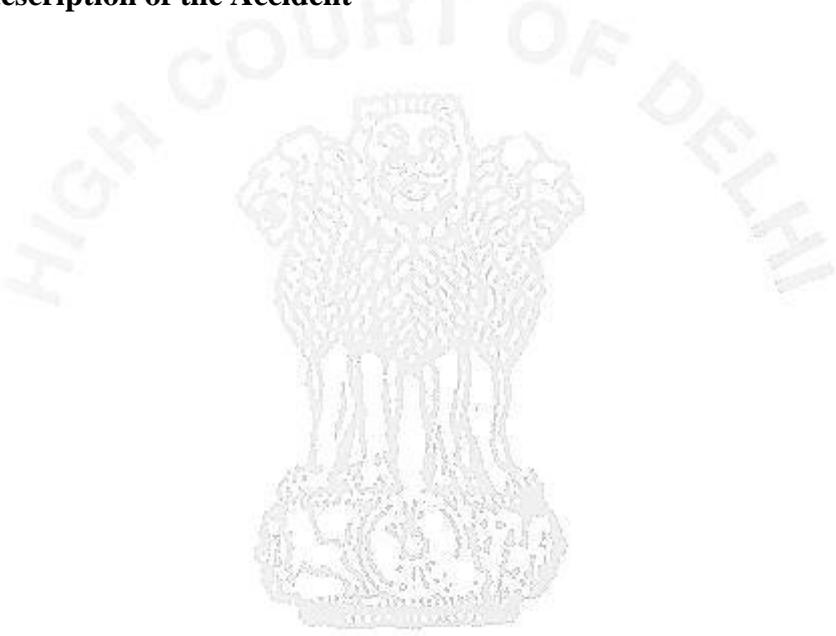
### **INTERIM ACCIDENT REPORT (IAR)**

**By Investigating Officer to Claims Tribunal  
Within 50 days of Accident  
Copy to Victim(s), Insurance Company and DSLSA**

<b>FIR No.</b>	
<b>Date</b>	
<b>Under Section</b>	
<b>Police Station</b>	

1.	<b>Date of Accident</b>	
2.	<b>Time of Accident</b>	
3.	<b>Place of Accident</b>	
4.	<b>Offending Vehicle</b>	
	Registration No.	
	Vehicle Make	
	Vehicle Model	
5.	<b>Driver of the offending vehicle</b>	
	Name	
	Father's Name	
	Mobile No.	
	Address	
	Driving Licence	<input type="checkbox"/> Permanent <input type="checkbox"/> Learner's <input type="checkbox"/> Juvenile <input type="checkbox"/> Without License <input type="checkbox"/> Others (Specify)

	Driving Licence No.	
	Validity of Licence	
	Licensing Authority	
6.	<b>Owner of the offending vehicle</b>	
	Name	
	Father's Name	
	Mobile No.	
	Address	
7.	<b>In case of commercial vehicle</b>	
	Permit details	
	Fitness details	
8.	<b>Insurance Details</b>	
	Policy No.	
	Period of Policy	
	Name of Insurance Company	
	Address of the Insurance Company	
9.	<b>Witness(es) to the accident</b>	
	<b><u>Witness-1:</u></b> Name	
	Mobile No.	
	Address	
	<b><u>Witness-2:</u></b> Name	
	Mobile No.	
	Address	

	<b>Witness-3:</b> Name	
	Mobile No.	
	Address	
	<b>Witness-4:</b> Name	
	Mobile No.	
	Address	
10.	<b>Brief description of the Accident</b>	
		
11.	<b>Details of compliance(s)</b>	
(i)	Date of filing of <i>First Accident Report (FAR)</i>	
(ii)	Date of uploading <i>FAR</i> on the website of Delhi Police	
(iii)	Date of delivery of FIR and <i>FAR</i> to the Insurance Company	
(iv)	Date of delivery of FIR, Form-II and <i>FAR</i> to the Victim(s)	

(v)	Date of receipt of Form-III from the Driver	
(vi)	Date of receipt of Form-IV from the Owner	
(vii)	Date of delivery of Form-III and Form-IV to the Insurance Company	
(viii)	Date of delivery of Form-III and Form-IV to the Victim(s)	
(ix)	Whether the information/documents of the driver/owner have been verified. <i>If yes, attach the Verification Report.</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No

**S.H.O./I.O**

**P.I.S. No. :** \_\_\_\_\_

**Phone No. :** \_\_\_\_\_

**P.S. :** \_\_\_\_\_

**Date :** \_\_\_\_\_

**Documents to be attached:**

- (i) First Accident Report (FAR)
- (ii) Driver's Form-II along with documents submitted by the Driver
- (iii) Owner's Form-III along with documents submitted by the Owner
- (iv) Verification Report

## **FORM-VI A**

### **VICTIM'S FORM**

**By Victim(s) to Investigating Officer within 60 days of Accident  
Copy to Insurance Company and DSLSA**

<b>FIR No.</b>	
<b>Date</b>	
<b>Under Section</b>	
<b>Police Station</b>	

1.	<b>Date of Accident</b>	
2.	<b>Time of Accident</b>	
3.	<b>Place of Accident</b>	
4.	<b>Nature of case</b>	<input type="checkbox"/> Simple Injury <input type="checkbox"/> Grievous Injury <input type="checkbox"/> Fatal <input type="checkbox"/> Damage/loss of the property <input type="checkbox"/> Any other loss/injury
5.	<b>Registration Number of the offending vehicle</b>	
6.	<b>Owner Details</b>	
	Name	
	Address	
7.	<b>Driver Details</b>	
	Name	
	Address	
8.	<b>Insurance Details</b>	
	Policy No.	

	Period of Policy	
	Name of Insurance Company	
<b><u>DEATH CASE</u></b>		
9.	<b>Name of the deceased</b>	
10.	<b>Father's Name</b>	
11.	<b>Age / Date of Birth</b>	
12.	<b>Date of death</b>	
13.	<b>Gender of the deceased</b>	
14.	<b>Marital status of the deceased</b>	
15.	<b>Occupation of the deceased</b>	
16.	<b>If the deceased was employed, give the name and address of the employer</b>	
17.	<b>Income of the deceased</b>	
18.	<b>Whether the deceased was assessed to Income Tax</b> <i>If yes, file the copy of Income Tax Returns for the last three years</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
19.	<b>Whether the deceased was the sole earning member of the family</b>	<input type="checkbox"/> Yes <input type="checkbox"/> No
20.	<b>Details of medical treatment given to the deceased, prior to death. Give details of medical expenses incurred</b>	
21.	<b>Whether the victim got reimbursement of medical expenses from his employer or</b>	

	<b>under a Medclaim policy or under any government cashless treatment scheme or government insurance scheme</b> <i>If yes, provide details</i>				
22.	<b>Name, Age, Gender, Relation and Marital Status of Legal Representatives of the deceased</b>				
	<b>Name</b>	<b>Age / DOB</b>	<b>Gender</b>	<b>Relation</b>	<b>Marital Status</b>
(i)					
(ii)					
(iii)					
(iv)					
(v)					
(vi)					
23.	<b>Name, Contact Number and Address of Legal Representatives of the deceased</b>				
	<b>Name</b>	<b>Contact Number</b>	<b>Present Address as well as Permanent Address</b>		
(i)					
(ii)					
(iii)					
(iv)					
(v)					
(vi)					

24.	<b>In case of children below the age of 18 years</b>			
	<b>Name of Child</b>	<b>Details of school and class of the child</b>	<b>Annual School fee</b>	<b>Approximate expenditure of the child</b>
(i)				
(ii)				
(iii)				
(iv)				
(v)				
(vi)				
<b><u>INJURY CASE</u></b>				
25.	<b>Name of the Injured</b>			
26.	<b>Father's Name</b>			
27.	<b>Address of the Injured</b>			
28.	<b>Contact No. of Injured</b>			
29.	<b>Age / Date of Birth</b>			
30.	<b>Gender of the Injured</b>			
31.	<b>Marital status of the Injured</b>			
32.	<b>Occupation of the Injured</b>			
33.	<b>If the Injured was employed, give the name and address of the employer</b>			
34.	<b>Income of the Injured</b>			
35.	<b>Whether Injured assessed to Income Tax</b>	<input type="checkbox"/> Yes <input type="checkbox"/> No		

	<i>If yes, file the copy of Income Tax Returns for the last three years</i>			
36.	<b>Nature and description of Injury</b>			
37.	<b>Medical treatment taken by the Injured</b>			
38.	<b>Name of hospital and period of hospitalization</b>  Hospital Name  Period of Hospitalization  Doctor's Name			
39.	<b>Details of surgery(s), if undergone</b>			
40.	<b>Whether any permanent disability</b> <i>If yes, give details</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No		
41.	<b>Details of the family of the Injured</b>			
	<b>Name</b>	<b>Age / DOB</b>	<b>Gender</b>	<b>Relation</b>
(i)				
(ii)				
(iii)				
(iv)				
(v)				
(vi)				

42.	<b>In case of children below the age of 18 years</b>			
	<b>Name of Child</b>	<b>Details of school and class of the child</b>	<b>Annual School fee</b>	<b>Approximate expenditure of the child</b>
(i)				
(ii)				
(iii)				
(iv)				
(v)				
(vi)				
43.	<b>Pecuniary Losses suffered</b>			
(i)	Expenditure on treatment			
(ii)	If treatment is still continuing, give the estimate of expenditure likely to be incurred on future treatment			
(iii)	Expenditure on conveyance, special diet, attendant charges etc.			
(iv)	Loss of income			
(v)	Loss of earning capacity			
(vi)	Any other pecuniary loss/damage			
44.	<b>Whether the injured got reimbursement of medical expenses from his employer or under a Mediclaim policy or under any government cashless treatment scheme or government insurance scheme</b> <i>If yes, provide details</i>		<input type="checkbox"/> Yes	<input type="checkbox"/> No

45.	<b>Value of loss/ damage to the property</b>	
46.	<b>Any additional information</b>	
47.	<b>Brief description of the accident</b>	
48.	<b>Compensation claimed</b>	

### **Documents to be submitted**

#### **In Death Cases:**

1. Death certificate
2. Proof of age of the deceased which may be in form of (a) Birth Certificate; (b) School Certificate; (c) Certificate from Gram Panchayat (in case of illiterate); (d) Aadhar Card etc.
3. Proof of Occupation and Income of the deceased which may be in form of (a) Pay slip/salary certificate (salaried employee) (b) Bank statements of the last six months (c) Income tax Returns for last three years (d) Balance Sheet, etc.
4. Proof of the legal representatives of the deceased such as ration card, passport etc.
5. In case of legal heirs below the age of 18, copy of school ID, proof of school fee, proof of other expenses/expenditure of the children.
6. Treatment record, medical bills and other expenditure prior to death
7. Bank Account no. of the legal representatives of the deceased near the place of their residence with name and address of the bank along with the necessary endorsement
8. Proof of reimbursement of medical expenses by employer or under a Medclaim policy, if taken
9. Any other document

### **In Injury Cases:**

1. Multi angle photographs of the injured
2. Proof of age of the injured which may be in form of (a) Birth Certificate; (b) School Certificate; (c) Certificate from Gram Panchayat (in case of illiterate); (d) Aadhar Card etc.
3. Proof of Occupation and Income of the injured which may be in form of (a) Pay slip/salary certificate (salaried employee) (b) Bank statements of the last six months (c) Income tax Returns for the last three years (d) Balance Sheet, etc.
4. Treatment record, medical bills and other expenditure. In case of continuing treatment give proof of future medical expenditure.
5. Proof of absence from work where loss of income on account of injury is being claimed, which may be in the form of (a) Certificate from the employer; (b) Extracts from the attendance register.
6. In case of legal heirs below the age of 18, copy of school ID, proof of school fee, proof of other expenses/expenditure of the children
7. Bank Account no. of the injured near the place of his residence with name and address of the bank along with the necessary endorsement
8. Proof of reimbursement of medical expenses by employer or under a Mediclaim policy, if taken
9. Any other document

In case of  
death,  
paste  
photograph of  
deceased here

### **Verification:**

Verified at \_\_\_\_\_ on this \_\_\_\_\_ day of \_\_\_\_\_ that the contents of the above Form are true to my knowledge and the documents attached are true copies of the originals

Name and signature of the injured/legal representative of deceased			
S. No.	Name	Signature	Photograph
1.			
2.			
3.			
4.			
5.			
6.			

## **FORM-VI B**

### **VICTIM'S FORM RELATING TO MINOR CHILDREN OF VICTIM(S)**

**By Victim(s) to Investigating Officer within 60 days of Accident  
Copy to Insurance Company, Child Welfare Committee and DSLSA**

<b>FIR No.</b>	
<b>Date</b>	
<b>Under Section</b>	
<b>Police Station</b>	

<b>Details of the Minor Children (18 years or below)</b>					
<b>S.No</b>	<b>Details of Children</b>	<b>Child 1</b>	<b>Child 2</b>	<b>Child 3</b>	<b>Child 4</b>
1.	<b>Name</b>				
2.	<b>Age/Date of Birth</b>				
3.	<b>Sex</b>				
4.	<b>SC/ST/OBC/General</b>				
5.	<b>Father's Name</b>				
6.	<b>Mother's Name</b>				
7.	<b>Guardian's Name</b> (If different from parent)				
8.	<b>Family Income</b> (Annual)				
9.	<b>Permanent Address</b>				
10.	<b>Present Address</b>				
11.	<b>Contact No. of father/ mother/family</b>				

	<b>member</b>				
12.	<b>Whether the child is Differently abled:</b> If yes, give details				
13.	<b>Present living conditions/ economic condition(after the accident)</b>				
<b>Educational details of children</b>					
14.	<b>Current status of education</b>				
	Level of education (class)				
	Whether the child is enrolled under EWS quota				
15.	<b>If not attending school, reasons to be provided</b>				
16.	<b>Detailed information of the school where the child is studying</b>				
	Corporation/ Municipal/ Panchayat				
	Govt./Other Boards				
	Private Management				
17.	<b>Expenditure on education</b>				

	Monthly school tuition fee				
	Annual school fee				
	Private tuition / coaching fee				
	Any other expenditure / logistics fee				
18.	<b>Vocational training / skill development, if any</b>				
	Type of skill development				
	Cost involved				
<b>Health and Nutrition</b>					
19.	<b>Physical health condition of the child (including medical examination report, in case of any disability)</b>				
	Any injury to child. If yes, details to be given				
	Loss of any body part due to accident				
20.	<b>Mental health condition of the child</b>				
	Whether immediate psychological counseling / treatment/ support required				
	Whether long term support required				
21.	<b>Medical expenses, if any</b>				
	Cost involved in immediate medical treatment				

	Cost involved in long term medical treatment				
22.	<b>Diet and nutrition expenses</b>				

**Documents to be submitted**

1. Copy of school/educational institution ID,
2. Copy of Aadhar card
3. Proof of education fee
4. Proof of other expenses/expenditure of the children
5. Copy of medical documents
6. Disability Certificate, if applicable
7. Copy of Caste certificate, if applicable
8. Copy of Income certificate, if applicable

**Verification:**

Verified at \_\_\_\_\_ on this \_\_\_\_\_ day of \_\_\_\_\_ that the contents of the above Form are true to my knowledge and the documents attached are true copies of the originals

\_\_\_\_\_  
**Victim(s)**

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**Name and photograph of all the Minor Children**

S. No.	Name	Photograph
1.		
2.		
3.		
4.		

**Note:**

1. **Forms-VIA** and **VIB** to be sent by Investigating Officer to the concerned Child Welfare Committee to ascertain if the *Child in Need of Care and Protection (CNCP)*.
2. Copy of **Forms-VIA** and **VIB** to be sent to *Delhi State Legal Services Authority (DSLISA)* to assign a lawyer to assist the child/children to avail their legal remedies/rights.

## **FORM-VII**

### **DETAILED ACCIDENT REPORT (DAR)**

**By Investigating Officer to Claims Tribunal within 90 days of Accident**

**Copy to Victim(s), Driver, Owner, Insurance Company and DSLSA**

<b>FIR No.</b>	
<b>Date</b>	
<b>Under Section</b>	
<b>Police Station</b>	

1.	<b>Date of Accident</b>	
2.	<b>Time of Accident</b>	
3.	<b>Place of Accident</b>	
4.	<b>Nature of Accident</b>	<input type="checkbox"/> Simple Injury <input type="checkbox"/> Grievous Injury <input type="checkbox"/> Fatal <input type="checkbox"/> Damage/loss of the property <input type="checkbox"/> Any other loss/injury
5.	<b>Offending Vehicle Details</b>	
	Registration No.	
	Make	
	Model	
	Vehicle Type	<input type="checkbox"/> Motorized 2-wheeler <input type="checkbox"/> Auto <input type="checkbox"/> Car/Jeep/Taxi <input type="checkbox"/> Cycle Rickshaw <input type="checkbox"/> Hand Drawn Cart <input type="checkbox"/> Bicycle <input type="checkbox"/> Tempo/Tractor <input type="checkbox"/> Truck/Lorry <input type="checkbox"/> Animal Drawn Cart <input type="checkbox"/> Bus <input type="checkbox"/> Heavy Articulated Vehicle/ Trolley <input type="checkbox"/> Not Known <input type="checkbox"/> Other (Specify)
	Vehicle Use Type	<input type="checkbox"/> Private Vehicle <input type="checkbox"/> Commercial Vehicle <input type="checkbox"/> Goods & Carriage <input type="checkbox"/> Garbage Truck <input type="checkbox"/> Taxi/Hired Vehicle

		<input type="checkbox"/> Public Service Vehicle <input type="checkbox"/> Educational Institute Bus <input type="checkbox"/> Others (Specify)
6.	<b>Driver of offending vehicle</b>	
	Name	
	Father's Name	
	Mobile No.	
	Address	
	Driving Licence	<input type="checkbox"/> Permanent <input type="checkbox"/> Learner's <input type="checkbox"/> Juvenile <input type="checkbox"/> Without License <input type="checkbox"/> Others (Specify)
	Driving Licence No.	
	Validity of Licence	
	Licensing Authority	
7.	<b>Owner of offending vehicle</b>	
	Name	
	Father's Name	
	Mobile No.	
	Address	
8.	<b>Insurance of offending vehicle</b>	
	Policy No.	
	Period of Policy	
	Name of Insurance Company	
9.	<b>Whether License has been verified from the Authority.</b> <i>If yes, attach report</i> <i>If no, give reasons</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No

10.	<b>Whether Driving Licence suspended/cancelled</b> <i>If yes, give details</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
11.	<b>Whether driver injured during the accident</b> <i>If yes, give details</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
12.	<b>Vehicle was driven by</b>	<input type="checkbox"/> Owner <input type="checkbox"/> Paid Driver <input type="checkbox"/> Others (Specify)
13.	<b>Whether the driver was driving under the influence of alcohol/drugs</b> <i>Whether findings based on scientific report. If yes, give details</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
14.	<b>Whether driver carrying mobile phone at the time of accident</b> <i>If yes, give details of Mobile</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
	Mobile No.	
	IMEI No.	
	Make & Model	
15.	<b>Whether driver previously involved in motor accident case(s)</b> <i>If yes, whether case pending or decided by MACT? Give details of the FIR and MACT case</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No

16.	<b>In case of commercial vehicle</b>	
	Permit details	
	Fitness details	
17.	<b>Whether Permit and Fitness have been verified from the Authority</b> <i>If yes, attach report</i> <i>If no, give reasons</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
18.	<b>Whether the owner reported the accident to the Insurance Company</b> <i>If yes, give date</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
19.	<b>In case the driver fled from spot, whether the owner produced the driver before the police</b> <i>If yes, attach the copy of notice under Section 133 of the Motor Vehicles Act.</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<b>Victim(s) details</b>		
20.	<b>Victim(s)</b>	<input type="checkbox"/> Pedestrian/Bystander <input type="checkbox"/> Cyclist <input type="checkbox"/> Two-wheeler <input type="checkbox"/> In other Vehicle <input type="checkbox"/> Others (Specify)
<b><u>DEATH CASE</u></b>		
21.	<b>Name of the deceased</b>	
22.	<b>Age of the deceased</b>	
23.	<b>Occupation</b>	

24.	<b>Details of Legal Representatives of the deceased</b>		
	<i>Name</i>	<i>Relationship</i>	<i>Age</i>
(i)			
(ii)			
(iii)			
(iv)			
(v)			
<b><u>INJURY CASE</u></b>			
25.	<b>Name of the injured</b>		
26.	<b>Age</b>		
27.	<b>Occupation</b>		
28.	<b>Nature of Injury</b>		
	Simple		
	Grievous		
29.	<b>Details of Injury</b>		
30.	<b>Offences Charged</b>		
<b><u>Indian Penal Code, 1860</u></b>			
(a)	Section 279	Rash driving or riding on a public way	<input type="checkbox"/>
(b)	Section 337	Causing hurt by act endangering life or personal safety of others	<input type="checkbox"/>
(c)	Section 338	Causing grievous hurt by act endangering life or personal safety of others	<input type="checkbox"/>
(d)	Section 304-A	Causing death by negligence	<input type="checkbox"/>
(e)	Any other offence		

<b><u>Motor Vehicles Act, 1988</u></b>			
(a)	Sections 3/181	Driving without license	<input type="checkbox"/>
(b)	Sections 4/181	Driving by minor	<input type="checkbox"/>
(c)	Sections 5/180	Allowing unauthorized person to drive	<input type="checkbox"/>
(d)	Section 182	Offences relating to licences	<input type="checkbox"/>
(e)	Sections 56/192	Without fitness	<input type="checkbox"/>
(f)	Sections 66(1)/192A	Without permit	<input type="checkbox"/>
(g)	Sections 112/183(1)	Over speeding	<input type="checkbox"/>
(h)	Sections 113/194	Over loading	<input type="checkbox"/>
(i)	Sections 119/184	Jumping red light	<input type="checkbox"/>
(j)	Sections 119/177	Violation of mandatory signs (One way, No right turn, No left turn)	<input type="checkbox"/>
(k)	Sections 122/177	Improper/ obstructive parking	<input type="checkbox"/>
(l)	Sections 146/196	Without insurance	<input type="checkbox"/>
(m)	Section 177/RRR17(1)	Violation of “One way”	<input type="checkbox"/>
(n)	Section 194(1A)/RRR29	Carrying High/Long Load	<input type="checkbox"/>
(o)	Section 184/RRR6	Violation of “No overtaking”	<input type="checkbox"/>
(p)	Section 177/CMVR 105	Without light after sunset	<input type="checkbox"/>
(q)	Section 179	Disobedience of orders, obstruction and refusal of information	<input type="checkbox"/>

(r)	Section 184	Driving dangerously	<input type="checkbox"/>
(s)	Section 184	Using mobile phone while driving	<input type="checkbox"/>
(t)	Section 185	Drunken driving/ drugs	<input type="checkbox"/>
(u)	Section 186	Driving when mentally or physically unfit to drive	<input type="checkbox"/>
(v)	Section 187	Violation of Sections 132(1)(a), 133 & 134	<input type="checkbox"/>
(w)	Section 190	Using vehicle in unsafe condition	<input type="checkbox"/>
(x)	Section 194A	Carrying more passengers than authorised	<input type="checkbox"/>
(y)	Section 194B/ CMVR 138(3)	Driving without a safety belt	<input type="checkbox"/>
(z)	Section 194C	Penalty for violation of safety measures for motor cycle driver and pillion rider	<input type="checkbox"/>
(aa)	Section 194D	Penalty for not wearing protective headgear	<input type="checkbox"/>
(bb)	Section 194E	Failure to allow free passage to emergency vehicles	<input type="checkbox"/>
(cc)	Section 194F	Using the horn unnecessarily or in places where it is prohibited	<input type="checkbox"/>
(dd)	Section 197	Taking vehicle without authority	<input type="checkbox"/>
(ee)	Section 199A	Offence committed by juvenile	<input type="checkbox"/>
(ff)	Any other offence		

31.	<b>Detailed description of the Accident</b>  
-----	--

32.	<b>Direction(s) required from the Claims Tribunal</b>		
(i)	The driver of the offending vehicle has not furnished Form-III/has furnished incomplete Form-III, despite letter(s) dated..... [Copy (s) attached]. The driver be directed to furnish the Form-III before this Tribunal within 15 days.		
(ii)	The owner of the offending vehicle has not furnished Form-IV/ has furnished incomplete Form-IV, despite letter(s) dated..... [Copy (s) attached]. The owner may be directed to furnish the Form-IV before this Tribunal within 15 days.		
(iii)	The victim(s) of the accident has/have not furnished Form-VIA/ Form-VIB/ has furnished incomplete Form-VIA/ Form-VIB, despite letter(s) dated..... [Copy (s) attached]. The victim may be directed to furnish the Form-VIA/ Form-VIB before this Tribunal within 15 days.		
(iv)	The Registration Authority has not given the Verification Report despite letter(s) dated ..... [Copy (s) attached]. The Registration Authority be directed to furnish the Verification Report directly before this Tribunal within 15 days.		
(v)	The Hospital has not given the MLC/ Post Mortem report despite letter(s) dated ..... [Copy (s) attached]. The Hospital be directed to furnish the above-mentioned documents directly before this Tribunal within 15 days.		
33.	<b>Documents to be attached</b>		
	<b>Document</b>	<b>Attached</b>	<b>Not Attached</b>
(i)	FIR		
(ii)	<b>Form-I - First Accident Report (FAR)</b>		
(iii)	<b>Form-II - Rights of Victim(s) and Flow Chart</b>		
(iv)	<b>Form-III - Driver's Form along with documents submitted</b>		
(v)	<b>Form-IV - Owner's Form along with documents submitted</b>		

(vi)	<b>Form-V - Interim Accident Report (IAR)</b> along with documents submitted		
(vii)	<b>Form-VIA-</b> Victim's Form along with documents submitted		
(viii)	<b>Form-VIB</b> - Details of minor children of the Victim along with documents submitted		
(ix)	<b>Form-VII- Detailed Accident Report (DAR)</b>		
(x)	<b>Form-VIII</b> - Site Plan		
(xi)	<b>Form-IX</b> - Mechanical Inspection Report		
(xii)	<b>Form-X</b> - Verification Report		
(xiii)	<b>Form-XI</b> - Insurance Form along with documents submitted		
(xiv)	Photographs of the scene of accident from all angles		
(xv)	Photographs of all the vehicles involved in the accident from all angles		
(xvi)	CCTV Footage of the accident		
(xvii)	Report under Section 173 CrPC		
(xviii)	Copy of notice under Section 133 of the Motor Vehicles Act		
	<b>DEATH CASE</b>		
(xix)	Post-Mortem Report		
	<b>INJURY CASE</b>		
(xx)	Medico Legal Case (MLC) form		
(xxi)	Multi angle photographs of the injured		
	<b>OTHER DOCUMENTS</b>		

(xxii)	Letter(s) of the Investigating Officer demanding the relevant information/documents from the driver		
(xxiii)	Letter(s) of the Investigating Officer demanding the relevant information/documents from the owner		
(xxiv)	Letter(s) of the Investigating Officer demanding the relevant information/documents from the Insurance Company		
(xxv)	Letter(s) of the Investigating Officer demanding the relevant information/documents from the Victim(s)		
(xxvi)	Letter(s) of the Investigating Officer demanding the relevant information/documents from the Registration Authorities		
(xxvii)	Letter of the Investigating Officer demanding the relevant information/documents from the Hospital		

**Verification:**

Verified at \_\_\_\_\_ on this \_\_\_\_\_ day of \_\_\_\_\_ that the contents of the above report are true and correct and the documents were gathered during investigation.

**S.H.O./I.O**

**P.I.S. No. :** \_\_\_\_\_

**Phone No. :** \_\_\_\_\_

**P.S. :** \_\_\_\_\_

**Date :** \_\_\_\_\_

## **FORM- VIII**

### **SITE PLAN**

**By Investigating Officer to Claims Tribunal  
Along with DAR within 90 days of Accident**

<b>FIR No.</b>	
<b>Date</b>	
<b>Under Section</b>	
<b>Police Station</b>	

1.	<b>Date of preparation of site plan</b>	
2.	<b>Type of collision (collision from)</b>	<input type="checkbox"/> Hit from back <input type="checkbox"/> Vehicle to pedestrian <input type="checkbox"/> Run-off road <input type="checkbox"/> Vehicle overturn <input type="checkbox"/> Head on collision <input type="checkbox"/> Others (Specify)
3.	<b>Road direction</b>	<input type="checkbox"/> One-way <input type="checkbox"/> Two-way <input type="checkbox"/> Others (Specify)
4.	<b>No. of lanes</b>	
5.	<b>Width of road</b>	
6.	<b>Place of accident</b>	

7. **Detailed Site Plan** with road and junction name, direction and location of vehicle(s) on the road



**S.H.O./I.O**

**P.I.S. No.** : \_\_\_\_\_

**Phone No.:** \_\_\_\_\_

**P.S.** : \_\_\_\_\_

**Date** : \_\_\_\_\_

## **FORM- IX**

### **MECHANICAL INSPECTION REPORT**

**By Investigating Officer to Claims Tribunal  
Along with DAR within 90 days of Accident**

<b>FIR No.</b>	
<b>Date</b>	
<b>Under Section</b>	
<b>Police Station</b>	

<b>Date of Mechanical Inspection</b>	
<b>Name of Motor Vehicle Inspector</b>	
<b>Registration No. of Motor Vehicle Inspector</b>	

1.	<b>Vehicle Registration No.</b>	
2.	<b>Vehicle Type</b>	<input type="checkbox"/> Motorized 2-wheeler <input type="checkbox"/> Auto <input type="checkbox"/> Car/Jeep/Taxi <input type="checkbox"/> Cycle Rickshaw <input type="checkbox"/> Hand Drawn Cart <input type="checkbox"/> Bicycle <input type="checkbox"/> Tempo/Tractor <input type="checkbox"/> Truck/Lorry <input type="checkbox"/> Animal Drawn Cart <input type="checkbox"/> Bus <input type="checkbox"/> Heavy Articulated Vehicle/ Trolley <input type="checkbox"/> Not Known <input type="checkbox"/> Others (Specify)
3.	<b>Vehicle make</b>	
4.	<b>Model Name</b>	
5.	<b>Colour of vehicle</b>	

6.	<b>Engine Number</b>	
7.	<b>Chassis Number</b>	
8.	<b>Location of vehicle inspection</b>	
	Accident Site	
	Garage	
	Other (Specify)	
9.	<b>In case of Commercial Vehicle</b>	
	Details of Fitness	
	Details of permit	
10.	<b>Evidence of Impact 1 (Paint Transfer)</b>	
	Paint Transfer found	<input type="checkbox"/> Yes <input type="checkbox"/> No
	Colour of Paint Transfer	
	Location of Paint Transfer	
11.	<b>Evidence of Impact 2 (Scratch marks/ Others)</b>	
	Type of scratch	
	Location of paint transfer	
12.	<b>Point of Impact</b>	
13.	<b>Mechanical condition of Vehicle</b>	
	Steering	
	Wheels	
	Wipers	
	Mirrors	
	Others	

14.	<b>Whether vehicle modified by</b>	
	Installing CNG/LPG Kit	
	Change of vehicle body	
15.	<b>Condition of Tyres</b>	<input type="checkbox"/> Original <input type="checkbox"/> Retreaded
16.	<b>Horn</b>	
	Whether installed	<input type="checkbox"/> Yes <input type="checkbox"/> No
	If yes, whether functional	<input type="checkbox"/> Yes <input type="checkbox"/> No
17.	<b>Brake lights &amp; other lights functional</b>	<input type="checkbox"/> Yes <input type="checkbox"/> No
18.	<b>Whether vehicle had faulty number plate</b>	<input type="checkbox"/> Yes <input type="checkbox"/> No
19.	<b>Status of Airbags</b>	
	Whether the vehicle fitted with airbags	<input type="checkbox"/> Yes <input type="checkbox"/> No
	If yes, whether airbags were deployed	<input type="checkbox"/> Yes <input type="checkbox"/> No
20.	<b>For educational institution bus, whether the vehicle was fitted with the doors that can be shut &amp; whether the vehicle had a suitable inscription to indicate that they are in the duty of an educational institute</b>	
21.	<b>Whether vehicle had tinted glasses</b>	<input type="checkbox"/> Yes <input type="checkbox"/> No
22.	<b>Speed Limiter Devices in cases of PSVs (Commercial Vehicles)</b>	
	Whether vehicle fitted with	<input type="checkbox"/> Yes <input type="checkbox"/> No

	Speed Limiter	
	If yes, whether functional	<input type="checkbox"/> Yes <input type="checkbox"/> No
23.	<b>Parking Sensors</b>	
	Whether Rear Parking Sensors installed	<input type="checkbox"/> Yes <input type="checkbox"/> No
	If yes, whether functional	<input type="checkbox"/> Yes <input type="checkbox"/> No
24.	<b>Vehicle Location Tracking (VLT) Devices</b>	
	Whether installed	<input type="checkbox"/> Yes <input type="checkbox"/> No
	If yes, whether functional	<input type="checkbox"/> Yes <input type="checkbox"/> No
25.	<b>Description of damage (including internal &amp; external damage and estimated cost of damage)</b>	

**Documents to be attached:**

1. Photographs of the vehicle

**Motor Vehicle Inspector**

**Date :** \_\_\_\_\_

## **FORM-X**

### **VERIFICATION REPORT**

**By Investigating Officer to Claims Tribunal  
Along with DAR within 90 days of Accident  
through information available on VAHAN**

<b>FIR No.</b>	
<b>Date</b>	
<b>Under Section</b>	
<b>Police Station</b>	

1.	<b>Vehicle Registration No.</b>	
	Validity Period	
2.	<b>Engine No.</b>	
3.	<b>Chassis No.</b>	
4.	<b>Category of Vehicle</b>	<input type="checkbox"/> LMV/LMV-T/HMV/MGV <input type="checkbox"/> Private or Commercial
5.	<b>Vehicle Make &amp; Model</b>	
	Make	
	Model	
6.	<b>Owner Details</b>	
	Name	
	Address	
7.	<b>Details of Insurer</b>	
8.	<b>Details of Permit</b>	

	Permit No.	
	Validity	
9.	<b>Details of Fitness Certificate</b>	
	Fitness Certificate No.	
	Validity	
10.	<b>In case record not available, state reasons</b>	

**S.H.O./I.O**

**P.I.S. No. :** \_\_\_\_\_

**Phone No. :** \_\_\_\_\_

**P.S. :** \_\_\_\_\_

**Date :** \_\_\_\_\_

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# **FORM-XI**

## **INSURANCE FORM**

**By Designated Officer of Insurance Company to Claims Tribunal  
Within 30 days of receipt of DAR**

<b>FIR No.</b>	
<b>Date</b>	
<b>Under Section</b>	
<b>Police Station</b>	

1.	<b>Vehicle Details</b>	
	Registration Number	
	Vehicle Make	
	Vehicle Model	
2.	<b>Details of Insured</b>	
	Name	
	Address	
3.	<b>Policy Details</b>	
	Policy No.	
	Period of Policy	
	Nature/Type of Policy	
4.	<b>Date of Accident</b>	
5.	<b>Date of intimation of the accident by the Insured to the Insurance Company</b>	

6.	<b>Date of receipt of FAR</b>	
7.	<b>Date of receipt of IAR</b>	
8.	<b>Date of receipt of DAR</b>	
9.	<b>Date of appointment of the Designated Officer by the Insurance Company</b>	
10.	<b>Details of Designated Officer</b>	
	Name	
	Address	
11.	<b>Date of appointment of the Surveyor/Investigator</b>	
12.	<b>Name and Address of Surveyor/ Investigator</b>	
	Name	
	Address	
13.	<b>Date of Report of the Surveyor/Investigator</b>	
14.	<b>Date of Decision of the Designated Officer</b>	
15.	<b>Whether this Form has been filed within 30 days of receipt of DAR</b> <i>If not, give reasons for delay</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<b><u>DEATH CASE</u></b>		
16.	<b>Name of the deceased</b>	
17.	<b>Age of the deceased</b>	
18.	<b>Occupation</b>	
19.	<b>Monthly Income</b>	

20.	<b>Details of Legal Representatives of the deceased</b>		
	<i>Name</i>	<i>Relationship</i>	<i>Age</i>
(i)			
(ii)			
(iii)			
(iv)			
(v)			
(vi)			
21.	<b>Computation of compensation</b>	<b>Amount in Rs.</b>	
	Income of the deceased (A)		
	Add-Future Prospects (B)		
	Less-Personal expenses of the deceased (C)		
	Monthly loss of dependency [(A+B) – C = D]		
	Annual loss of dependency (D x 12)		
	Multiplier (E)		
	Total loss of dependency (E x 12 x D = F)		
	Medical Expenses (G)		
	Compensation for loss of consortium (H)		
	Compensation of loss for love and affection (I)		
	Compensation for loss of estate (J)		
	Compensation towards funeral expenses (K)		
	<b>Total Compensation (F+ G + H + I+J+K = L)</b>		

<b><u>INJURY CASE</u></b>		
22.	<b>Name of the victim</b>	
23.	<b>Age of the victim</b>	
24.	<b>Occupation</b>	
25.	<b>Monthly Income</b>	
26.	<b>Nature of Injury</b>	
	Simple	
	Grievous	
27.	<b>Type of Injury</b>	
28.	<b>Details of medical treatment</b>	
29.	<b>Details of permanent disability (if any)</b>	
30.	<b>Computation of compensation</b>	<b>Amount in Rs.</b>
	Expenditure on the treatment	
	Expenditure on conveyance	
	Expenditure on special diet	
	Cost of nursing/attendant	
	Cost of artificial limb	
	Loss of earning capacity	
	Loss of income	
	Any other loss which may require any special treatment or aid to the injured for the rest of his life	

	Compensation for mental and physical shock	
	Pain and suffering	
	Loss of amenities of life	
	Disfiguration	
	Loss of marriage prospects	
	Loss of earning, inconvenience, hardships, disappointment, frustration, mental stress, dejection and unhappiness in future life etc.	
	<b>Total compensation</b>	
31.	<b>If the Insurance Company does not admit the liability to pay the compensation, disclose the grounds on which the Insurance Company wants to contest the claim:</b>	

**Verification:**

Verified at \_\_\_\_\_ on this \_\_\_\_\_ day of \_\_\_\_\_ that the contents of the above report are true and correct. I am well conversant with the principles of computation of compensation and have applied the same to compute the compensation.

**DESIGNATED OFFICER**

**Documents to be attached:**

1. Report of the Surveyor/Investigator

## **FORM – XII**

### **VICTIM IMPACT REPORT**

**By DSLSA to concerned Metropolitan Magistrate within 30 days of conviction and to be considered at the time of sentencing**

S. No.	Description	Particulars
1.	FIR No., date and under Section(s)	
2.	Name of Police Station	
3.	Date, time and place of offence	
4.	Nature of injury/loss suffered by the victim(s)	
	(i) Physical harm	
	(a) Simple injuries	
	(b) Grievous injuries	
	(c) Death	
	(ii) Emotional harm	
	(iii) Damage/loss of the property	
	(iv) Any other loss/injury	
5.	Brief description of offence(s) in which the accused has been convicted	
6.	Name of the victim	
7.	Father's /Spouse's name	

8.	Age	
9.	Gender	
10.	Marital status	
11.	Addresses:	
	Permanent	
	Present	
12.	Contact information: Mobile	
	Email ID	

**I. Death Case**

S. No.	Description	Particulars		
13.	Name of the deceased			
14.	Father's/Spouse's name			
15.	Age of the deceased			
16.	Gender of the deceased			
17.	Marital status of the deceased			
18.	Occupation of the deceased			
19.	Income of the deceased			
20.	Name, age and relationship of legal representatives of deceased:			
		<b>Name</b>	<b>Age</b>	<b>Gender</b>
(i)				
(ii)				
(iii)				
(iv)				
(v)				

(vi)				
21.	<b>Details of losses suffered</b>			
	<b>Pecuniary Losses:</b>			
(i)	Income of the deceased (A)			
(ii)	Add-Future Prospects (B)			
(iii)	Less-Personal expenses of the deceased (C)			
(iv)	Monthly loss of dependency [(A+B) – C = D]			
(v)	Annual loss of dependency (D x 12)			
(vi)	Multiplier (E)			
(vii)	Total loss of dependency (D x 12 x E = F)			
(viii)	Medical Expenses			
(ix)	Funeral Expenses			
(x)	Any other pecuniary loss/damage			
	<b>Non-Pecuniary Losses:</b>			
(xi)	Loss of consortium			
(xii)	Loss of love and affection			
(xiii)	Loss of estate			
(xiv)	Emotional harm/trauma, mental and physical shock etc.			
(xv)	Post-traumatic stress disorder (anxiety, depression, hostility, insomnia, self-destructive behaviour, nightmares, agitation, social isolation, etc.) panic disorder or phobia(a) which got triggered by the incident/death of the deceased victim.			

(xvi)	Any other non-pecuniary loss/damage	
	<b>Total loss suffered</b>	

## **II. Injury Case**

<b>S. No.</b>	<b>Description</b>	<b>Particulars</b>
22.	Name of the injured	
23.	Father's /Spouse's name	
24.	Age of the injured	
25.	Gender of the injured	
26.	Marital status of the injured	
27.	Occupation of the injured	
28.	Income of the injured	
29.	Nature and description of injury	
30.	Medical treatment taken by the injured	
31.	Name of hospital and period of hospitalization	
32.	Details of surgeries, if undergone	
33.	Whether any permanent disability? If yes, give details	
34.	Whether the injured got reimbursement of medical expenses	
35.	Details of family/dependents of the injured:	

	Name	Age	Gender	Relation
(i)				
(ii)				
(iii)				
(iv)				
(v)				
(vi)				
36.	<b>Details of losses suffered</b>			
	<b>Pecuniary Losses:</b>			
(i)	Expenditure incurred on treatment, conveyance, special diet, attendant etc.			
(ii)	If treatment is still continuing, give the estimate of expenditure likely to be incurred on future treatment			
(iii)	Loss of income			
(iv)	Any other loss which may require any special treatment or aid to the injured for the rest of his life			
(v)	Percentage of disability assessed and nature of disability as permanent or temporary			
(vi)	Percentage of loss of earning capacity in relation to disability			
(vii)	Loss of future Income - (Income x % Earning Capacity x Multiplier)			

(viii)	Any other pecuniary loss/damage	
	<b><i>Non-Pecuniary Losses:</i></b>	
(i)	Pain and suffering	
(ii)	Loss of amenities of life, inconvenience, hardships, disappointment, frustration, mental stress, dejection and unhappiness in future life etc.	
(iii)	Post-traumatic stress disorder (anxiety, depression, hostility, insomnia, self-destructive behaviour, nightmares, agitation, social isolation, etc.) panic disorder or phobia(a) which got triggered by the incident.	
(iv)	Emotional harm/trauma, mental and physical shock etc.	
(v)	Disfiguration	
(vi)	Loss of marriage prospects	
(vii)	Loss of Reputation	
(viii)	Any other non-pecuniary loss/damage	
	<b><i>Total loss suffered</i></b>	

### **III. Damage/Loss to the property**

<b>S. No.</b>	<b>Description</b>	<b>Particulars</b>
37.	Description of the property damaged/lost	
38.	The value of loss suffered	

#### **IV. Conduct of the accused**

<b>S. No.</b>	<b>Description</b>	<b>Particulars</b>
39.	Whether the accused fled from the Spot If so, when he/ she appeared before Police/ Court or arrested?	
40.	Whether the Accused reported the accident to the Police/ family of the victim	
41.	(i) Whether the Accused provided any assistance to the victim? (ii) Whether the Accused took the victim to the hospital? (iii) Whether the Accused visited the victim at the hospital?	
42.	Whether the Accused remained at the spot till police arrived	
43.	Whether the Accused cooperated in the investigation	
44.	Whether the Accused removed his/ her vehicle from the spot before police arrived	
45.	Whether the Accused paid compensation/ medical expenses to victim/ his family	
46.	Whether the Accused has previous convictions	
47.	Whether the Accused is/ was a close relative or friend of the victim	
48.	Age of the Accused	
49.	Gender of the Accused	
50.	Whether accused suffered injuries during the accident	
51.	Whether the Accused discharged the duties under Sections 132 and 134 of the MV Act, 1988? If no, whether the Accused has been prosecuted under Section 187 of MV Act	
52.	Whether the Driver has been previously involved in a motor	

	accident case If Yes, provide following details: FIR Number and Police Station	
53.	In case the driver fled from the spot, did the owner comply with the provisions of Section 133 of MV Act	
54.	Any other information regarding the conduct of the Accused	
55.	<b><i>Apparent contributing circumstances</i></b>	
(i)	Driving without valid driving license	
(ii)	Driving while disqualified	
(iii)	Learner driving without supervision	
(iv)	Vehicle not insured	
(v)	Driving a stolen vehicle	
(vi)	Vehicle taken out without the consent of the owner	
(vii)	Driving dangerously or at excessive speed	
(viii)	Dangerously loaded vehicle/ Overloaded	
(ix)	Parking on the wrong side of the road	
(x)	Improper parking/ Parking on wrong side of road	
(xi)	Non-observance of traffic rules	
(xii)	Poorly maintained vehicle	
(xiii)	Fake/forged driving license	
(xiv)	History of convulsions/ seizures	
(xv)	Fatigued/ Sleepy	
(xvi)	Guilty of violation of traffic rules in the past	
(xvii)	Previous convictions	

(xviii)	Suffering from medical condition that impairs driving	
(xix)	Using mobile phone while driving (Handheld)	
(xx)	Using mobile phone while driving (Handsfree)	
(xxi)	More than one injured/ dead	
(xxii)	Under the influence of alcohol or drugs	
56.	<b>Aggressive Driving</b>	
(i)	Jumping Red Light	
(ii)	Abrupt braking	
(iii)	Neglect to keep to the left of road	
(iv)	Criss Cross Driving	
(v)	Driving on the wrong side	
(vi)	Driving close to vehicle in front	
(vii)	Inappropriate attempts to overtake	
(viii)	Cutting in after overtaking	
(ix)	Exceeding Speed Limit	
(x)	Racing/ Competitive Driving	
(xi)	Disregarding any warnings	
(xii)	Overtaking where prohibited	
(xiii)	Driving with loud music	
(xiv)	Improper reversing	
(xv)	Improper passing	
(xvi)	Improper turning	
(xvii)	Turning without indication	

(xviii)	Driving in no-entry zone	
(xix)	Not slowing at junctions/ crossings	
(xx)	Turning with indication	
(xxi)	Not respecting stop sign	
(xxii)	Not respecting right of way to pedestrians	
57.	<b><i>Irresponsible Behaviour</i></b>	
(i)	Failing to stop after accident	
(ii)	Ran away from the spot after leaving the vehicle	
(iii)	Destruction or attempt to destroy the evidence	
(iv)	Falsely claiming that one of the victims was responsible for the accident	
(v)	Trying to throw the victim off the bonnet of the vehicle by swerving in order to escape	
(vi)	Causing death/injury in the course of dangerous driving post commission of crime or chased by police in an attempt to avoid detection or apprehension	
(vii)	Offence committed while the offender was on bail	
(viii)	Took any false defence	
(ix)	Misled the investigation	
(x)	Post-accident road rage behaviour	

**IV. Paying capacity of the accused**

The accused has submitted the affidavit of his assets and income in the format ***Annexure-A***. The particulars given by the accused in his affidavit have been verified through SDM/Police/Prosecution and after considering the same, paying capacity of the accused is assessed as under:

.....  
.....  
.....  
.....

**V. Recommendations of Delhi State Legal Services Authority**

After taking into consideration the gravity of the offense, severity of mental/physical harm/injuries suffered by the victim(s); losses suffered by the victim(s) and the paying capacity of the accused. The recommendations of the Committee are as under:-

.....  
.....  
.....  
.....

**Delhi**  
**Dated:**

**Member Secretary**  
**Delhi State Legal Services Authority**

**Documents considered and attached to the report**

**In Death Cases:**

1. Death certificate
2. Proof of age of the deceased which may be in form of a) Birth Certificate; b) School Certificate; c) Certificate from Gram Panchayat (in case of illiterate); d) Aadhar Card
3. Proof of Occupation and Income of the deceased which may be in form of a) Pay slip/salary certificate (salaried employee); b) Bank statements of the last six months; c) Income tax Return; Balance Sheet
4. Proof of the legal representatives of the deceased (Names, Age, Address, Phone Number & Relationship)
5. Treatment record, medical bills and other expenditure
6. Bank Account no. of the legal representatives of the deceased with name and address of the bank
7. Any other document found relevant

**In Injury Cases:**

1. Multi angle photographs of the injured
2. Proof of age of the deceased which may be in form of a) Birth Certificate; b) School Certificate; c) Certificate from Gram Panchayat (in case of illiterate); d) Aadhar Card
3. Proof of Occupation and Income of the deceased which may be in form of a) Pay slip/salary certificate (salaried employee); b) Bank statements of the last six months; c) Income tax Return; Balance Sheet
4. Treatment record, medical bills and other expenditure.
5. Disability certificate (if available)
6. Proof of absence from work where loss of income on account of injury is being claimed, which may be in the form of a) Certificate from the employer; b) Extracts from the attendance register.
7. Proof of reimbursement of medical expenses by employer or under a Mediclaim policy, if taken
8. Any other document found relevant

# **FORM – XIII**

## **BEFORE THE MOTOR ACCIDENT CLAIMS TRIBUNAL**

.....

....Petitioner(s)

Versus

.....

.....Respondent(s)

### **FORMAT OF WRITTEN SUBMISSIONS TO BE FILED BY PARTIES IN DEATH CASES**

1. Date of accident .....
2. Name of the deceased.....
3. Age of the deceased.....
4. Occupation of the deceased.....
5. Income of the deceased.....
6. Name, age and relationship of legal representatives of deceased

<b>S.No.</b>	<b>Name</b>	<b>Age</b>	<b>Relation</b>
1.			
2.			
3.			
4.			
5.			

7. Computation of Compensation

S.No.	Heads	Claim of Petitioners(s)	Response of Respondent(s)
(i)	Income of the deceased (A)		
(ii)	Add-Future Prospects (B)		
(iii)	Less-Personal expenses of the deceased (C)		
(iv)	Monthly loss of dependency [(A+B) – C = D]		
(v)	Annual loss of dependency (D x 12)		
(vi)	Multiplier (E)		
(vii)	Total loss of dependency (D x 12 x E = F)		
(viii)	Medical Expenses (G)		
(ix)	Compensation for loss of consortium (H)		
(x)	Compensation for love and affection (I)		
(xi)	Compensation for loss of estate (J)		
(xii)	Compensation towards funeral expenses (K)		
<b>TOTAL COMPENSATION (F + G + H + I + J + K =L)</b>			
<b>INTEREST</b>			

**FORM – XIV**

**BEFORE THE MOTOR ACCIDENT CLAIMS TRIBUNAL**

..... **....Petitioners(s)**

Versus

..... **.....Respondent(s)**

**FORMAT OF WRITTEN SUBMISSIONS TO BE FILED BY THE PARTIES**  
**IN INJURY CASES**

1. Date of accident.....
2. Name of the injured.....
3. Age of the injured .....
4. Occupation of the injured .....
5. Income of the injured .....
6. Nature of injury.....
7. Medical treatment taken by the injured .....
8. Period of hospitalization.....
9. Whether any permanent disability? If yes, give details.....  
.....  
.....
10. Photographs of the injured and the injuries.....
11. Computation of Compensation:-

S.No.	Heads	Claim of Petitioners(s)	Response of Respondent(s)
12.	<b>Pecuniary Loss:</b>		
(i)	Expenditure on treatment		
(ii)	Expenditure on conveyance		
(iii)	Expenditure on special diet		
(iv)	Cost of nursing/attendant		
(v)	Loss of income		
(vi)	Cost of artificial limb (if applicable)		
(vii)	Any other loss/expenditure		
13.	<b>Non-Pecuniary Loss:</b>		
(i)	Compensation for mental and physical shock		
(ii)	Pain and suffering		
(iii)	Loss of amenities of life		
(iv)	Disfiguration		
(v)	Loss of marriage prospects		
(vi)	Loss of earning, inconvenience, hardships, disappointment, frustration, mental stress, dejection and unhappiness in future life etc.		

14.	<b>Disability resulting in loss of earning capacity:</b>		
(i)	Percentage of disability assessed and nature of disability as permanent or temporary		
(ii)	Loss of amenities or loss of expectation of life span on account of disability		
(iii)	Percentage of loss of earning capacity in relation to disability		
(iv)	Loss of future Income - (Income x % Earning Capacity x Multiplier)		
<b>TOTAL COMPENSATION</b>			
<b>INTEREST</b>			

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## FORM – XV

### SUMMARY OF COMPUTATION OF AWARD AMOUNT IN DEATH CASES TO BE INCORPORATED IN THE AWARD

1. Date of accident.....
2. Name of the deceased.....
3. Age of the deceased.....
4. Occupation of the deceased.....
5. Income of the deceased.....
6. Name, age and relationship of legal representatives of deceased:

S.No.	Name	Age	Relation
(i)			
(ii)			
(iii)			
(iv)			
(v)			
(vi)			

#### Computation of Compensation

S.No.	Heads	Awarded by the Claims Tribunal
7.	Income of the deceased (A)	
8.	Add-Future Prospects (B)	
9.	Less-Personal expenses of the deceased (C)	

10.	Monthly loss of dependency [(A+B) – C = D]	
11.	Annual loss of dependency (D x 12)	
12.	Multiplier (E)	
13.	Total loss of dependency (D x 12 x E = F)	
14.	Medical Expenses (G)	
15.	Compensation for loss of consortium (H)	
16.	Compensation for loss of love and affection (I)	
17.	Compensation for loss of estate (J)	
18.	Compensation towards funeral expenses (K)	
19.	<b>TOTAL COMPENSATION</b> (F + G + H + I + J + K =L)	
20.	<b>RATE OF INTEREST AWARDED</b>	
21.	Interest amount up to the date of award (M)	
22.	Total amount including interest (L+M)	
23.	Award amount released	
24.	Award amount kept in FDRs	
25.	Mode of disbursement of the award amount to the claimant(s).	
26.	Next Date for compliance of the award.	

## FORM-XVI

### SUMMARY OF THE COMPUTATION OF AWARD AMOUNT IN INJURY CASES TO BE INCORPORATED IN THE AWARD

1. Date of accident.....
2. Name of the injured.....
3. Age of the injured .....
4. Occupation of the injured .....
5. Income of the injured .....
6. Nature of injury.....
7. Medical treatment taken by the injured .....
- .....
8. Period of hospitalization.....
9. Whether any permanent disability? If yes, give details.....
- .....

10.	<b>Computation of Compensation</b>	
S.No.	Heads	Awarded by the Tribunal
11.	<b>Pecuniary Loss:</b>	
(i)	Expenditure on treatment	
(ii)	Expenditure on conveyance	
(iii)	Expenditure on special diet	
(iv)	Cost of nursing/attendant	

(v)	Cost of artificial limb	
(vi)	Loss of earning capacity	
(vii)	Loss of income	
(viii)	Any other loss which may require any special treatment or aid to the injured for the rest of his life	
12.	<b>Non-Pecuniary Loss:</b>	
(i)	Compensation for mental and physical shock	
(ii)	Pain and suffering	
(iii)	Loss of amenities of life	
(iv)	Disfiguration	
(v)	Loss of marriage prospects	
(vi)	Loss of earning, inconvenience, hardships, disappointment, frustration, mental stress, dejection and unhappiness in future life etc.	
13.	<b>Disability resulting in loss of earning capacity:</b>	
(i)	Percentage of disability assessed and nature of disability as permanent or temporary	
(ii)	Loss of amenities or loss of expectation of life span on account of disability	

(iii)	Percentage of loss of earning capacity in relation to disability	
(iv)	Loss of future Income - (Income x % Earning Capacity x Multiplier)	
14.	<b>TOTAL COMPENSATION</b>	
15.	<b>INTEREST AWARDED</b>	
16.	Interest amount up to the date of award	
<b>417.</b>	Total amount including interest	
18.	Award amount released	
19.	Award amount kept in FDRs	
20.	Mode of disbursement of the award amount to the claimant(s).	
21.	Next Date for compliance of the award.	

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## **FORM - XVII**

### **COMPLIANCE OF THE PROVISIONS OF THE SCHEME TO BE MENTIONED IN THE AWARD**

1.	Date of the accident	
2.	Date of filing of <i>Form-I - First Accident Report (FAR)</i>	
3.	Date of delivery of <i>Form-II</i> to the victim(s)	
4.	Date of receipt of <i>Form-III</i> from the Driver	
5.	Date of receipt of <i>Form-IV</i> from the Owner	
6.	Date of filing of the <i>Form-V-Interim Accident Report (IAR)</i>	
7.	Date of receipt of <i>Form-VIA</i> and <i>Form-VIB</i> from the Victim(s)	
8.	Date of filing of <i>Form-VII - Detailed Accident Report (DAR)</i>	
9.	Whether there was any delay or deficiency on the part of the Investigating Officer? If so, whether any action/ direction warranted?	
10.	Date of appointment of the Designated Officer by the Insurance Company	
11.	Whether the Designated Officer of the Insurance Company submitted his report within 30 days of the <i>DAR</i> ?	
12.	Whether there was any delay or deficiency on the part of the Designated Officer of the Insurance Company? If so, whether any action/direction warranted?	
13.	Date of response of the claimant(s) to the offer of the Insurance Company	
14.	Date of the award	
15.	Whether the claimant(s) was/were directed to open savings bank account(s) near their place of residence?	

16.	Date of order by which claimant(s) was/were directed to open savings bank account(s) near his place of residence and produce PAN Card and Aadhaar Card and the direction to the bank not issue any cheque book/debit card to the claimant(s) and make an endorsement to this effect on the passbook	
17.	Date on which the claimant(s) produced the passbook of their savings bank account near the place of their residence along with the endorsement, PAN Card and Adhaar Card?	
18.	Permanent Residential Address of the claimant(s)	
19.	Whether the claimant(s) savings bank account(s) is near his place of residence?	
20.	Whether the claimant(s) was/were examined at the time of passing of the award to ascertain his/their financial condition?	

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## **FORM – XVIII**

### **FORMAT OF RECORD OF AWARDS TO BE MAINTAINED BY THE CLAIMS TRIBUNAL**

DATE	Page No. of the Register	
S. NO.	PARTICULARS	
1.	Date of award	
2.	Case number	
3.	Title of the case	
4.	Award amount	
5.	Date of notice of deposit by the depositor to the Claimant(s)	
6.	Date of notice of deposit by the Tribunal to the Claimant(s)	
7.	Amount of interest upto date of notice of deposit	
8.	Amount deposited along with date of deposit	
9.	Amount of interest upto date of notice of deposit	
10.	Whether entire award amount and interest deposited. If no, balance outstanding award amount/interest	
11.	Action taken to recover the balance award interest	
12.	Date of release of the award amount to the Claimant(s)	
13.	Mode of release of the award amount:  (Give the details of endorsement made on the cheques)	
14.	Remarks	

## **FORM – XIX**

### **MOTOR ACCIDENT CLAIMS ANNUITY DEPOSIT (MACAD) SCHEME**

S. No.	Scheme Features	Particulars/Details
1.	Purpose	One time lump sum amount, as decided by the Court / Tribunal, deposited to receive the same in Equated Monthly Installments (EMIs), comprising a part of the principal amount as well as interest.
2.	Eligibility	Individuals including Minors through guardian in single name.
3.	Mode of Holding	Singly
4.	Type of account	Motor Accident Claims Annuity (Term) Deposit Account (MACAD)
5.	Deposit Amount	(i) Maximum: No Limit (ii) Minimum – Based on minimum monthly annuity Rs. 1,000/- for the relevant period.
6.	Tenure	(i) 36 to 120 months (ii) In case the period is less than 36 months, normal FD will be opened. (iii) MACAD for longer period (more than 120 months) will be looked as per direction of the Court.
7.	Rate of interest	Prevailing rate of interest as per Tenure.
8.	Receipts/Advices	(i) No Receipts will be issued to depositors. (ii) Passbook will be issued for MACAD
9.	Loan Facility	No loan or advances shall be allowed.
10.	Nomination facility	(i) Available. (ii) MACAD shall be duly nominated as directed by the Court.

11.	Premature Payment	<p>(i) Premature closure or part lump sum payment of MACAD during the life of the claimant will be made with permission of the court. However, if permitted, the annuity part will be reissued for balance tenure and amount, if any, with change in annuity amount.</p> <p>(ii) Premature closure penalty will not be charged.</p> <p>(iii) In case of death of the claimant, payment to be given to the nominee. The nominee has an option to continue with the annuity or seek pre-closure.</p>
12.	Tax deduction at source	<p>(i) Interest payment is subject to TDS as per Income Tax Rules. Form 15G/15H can be submitted by the Depositor to get exemption from the Tax deduction.</p> <p>(ii) The annuity amount on monthly basis net of TDS, will be credited to the MACT Savings Bank account.</p>

सात्यमेव जयते

# PROSTHETICS PRICES FOR INSURANCE

## Prepared by Safdarjang Hospital and VMMC

### Components for calculating the Price

- Primary cost of the material
- Procuring cost of the material.
- Over head expenses.
- Professional service charges.
- Any other incidental charges.
- Lower limb prosthesis function levels, per CMS (K levels)
- Warranty for 5 years on structural components excluding prosthetic feet, foot cover, liners & socket.
- One diagnostic socket & one final socket are included

CMS = Centers for Medicare and Medicaid Services.

### General Guidelines

- The prosthesis will be allowed for reissue on completion of 5 years in case of adult and 2 years in case of children.
- 10% of the total cost will be provided to the beneficiary as the maintenance cost during the period of 5 years.
- Upper age limit for the high end prostheses i.e. K3 or K4 functional level will be 55 years.
- Prosthetic components should have BIS/CE(European)/FDA certification for the purpose of reimbursement
- The prosthesis should be assessed and fit by the Prosthetics and Orthotics professional registered in the Rehabilitation Council of India under 'A' category.

### **Clinical assessments of the member's rehabilitation potential must be based on the**

#### **Following classification levels:**

**Level 0:** Does not have the ability or potential to ambulate or transfer safely with or without assistance and a prosthesis does not enhance their quality of life or mobility.

**Level 1:** Has the ability or potential to use a prosthesis for transfers or ambulation on level surfaces at fixed cadence. Typical of the limited and unlimited household ambulator.

**Level 2:** Has the ability or potential for ambulation with the ability to traverse low level environmental barriers such as curbs, stairs or uneven surfaces. Typical of the limited community ambulatory.

**Level 3:** Has the ability or potential for ambulation with variable cadence. Typical of the community ambulatory who has the ability to traverse most environmental barriers and may have vocational, therapeutic, or exercise activity that demands prosthetic utilization beyond simple locomotion.

**Level 4:** Has the ability or potential for prosthetic ambulation that exceeds basic ambulation skills, exhibiting high impact, stress, or energy levels. Typical of the prosthetic demands of the child, active adult, or athlete.

- The reimbursement will be made within the ceiling limit beyond which the beneficiary will bear the cost.

- Keeping in view the physical growth into consideration individuals upto 12 years of age will be considered as children for the reimbursement
- Silicone liner should be changed annually and patient may be paid @ Rs.20000/- per annum for 4 years after fitment in addition to the above mentioned price.
- Prosthetic foot / foot shell may be replaced once in 5 years after fitment

#### **Trans Tibial Prosthesis Components**

- One PP socket & one Laminated carbon Fiber Socket
- Stainless Steel / Titanium Pylon/ Tube
- Prosthetic feet as per CMS functional level
- Foot Adapter
- Bonded pylon / Pylon with 4 screw Adaptor.
- Tube Clamp Adaptor,
- Socket Adaptor
- Suspension Mechanism, Foam cover and Covering Socks.
- OPTIONAL ATTACHMENT ( NEED BASE)

**Silicone / PU liner with shuttle lock mechanism**

#### **RECOMMENDED PROSTHETIC FEET AS PER FUNCTIONAL LEVEL**

<b>S.No.</b>	<b>Functional Level of Patient</b>	<b>RECOMMENDED FOOT</b>
<b>1.</b>	<b>Functional Level 1&amp; above (K1)</b>	SACH foot OR Single Axis Ankle/Foot
<b>2.</b>	<b>Functional Level 2 &amp; above (K2)</b>	A Flexible-Keel Foot or Multi axial Ankle/Foot
<b>3.</b>	<b>Functional Level 3 &amp; above (K3)</b>	A microprocessor controlled ankle foot system, energy storing foot, dynamic response foot with multi-axial ankle, flex foot system , flex-walk system or equal , or shank foot system with vertical loading pylon
<b>4.</b>	<b>Functional Level 4</b>	Running Blades

#### **Prescription criteria for silicone / PU suction liner.**

1. Atrophic skin
2. Bony prominence stump
3. Painful neuroma
4. Adherent Scar
5. High Physical activity

**PRICE OF Trans Tibial Prosthesis for K-1 activity level**

S.No.	NAME OF COMPANY	Price Quoted by the firm without Silicone Liner & Shuttle Lock Mechanism	Price Quoted by the firm with Silicone Liner & Shuttle Lock Mechanism	Remarks
1.	<b>Endolite India Limited</b>	General price list provided	General price list provided	All the firms has quoted prosthetic price with Silicone Liner (upto 1 year life span) & Shuttle Lock Mechanism
2.	<b>Otto Bock Health Care India Limited</b>	Rs.23,793/-	118,580/-	
3.	<b>P &amp; O International Inc.</b>		2,57,260/-	
4.	<b>College Park Health Care India Ltd</b>		185,397.00	
5.	<b>BHATT SURGICALS</b>		2,29,822/-	
6.	<b>Born Life Prosthetics &amp; Orthotics Inc.</b>		2,70,000/-	
7.	<b>Ideal Artificial Limb Solution</b>		185,397.00	
8.	<b>PORC</b>	Not Provided		
9.	<b>ALIMCO</b>	<b>Rs.14,163/-</b>	-----	

**NOTE: All the companies except Otto Bock Health Care India Limited has quoted their price by including the following charges**

1. Silicone / Gel Liners (4 Nos.) as the expected life of liner is approx. One year (@ Rs. 21943)
2. Replacement of Foot Shell 2 No.s @ Rs.15000/ per piece & by Bhatt Surgicals @ Rs.8500/-
3. Repair & Maintenance (due to normal wear & tear)
4. **Artificial Limb Manufacturing Corporation of India (ALIMCO) has quoted standard price of Below Knee Prosthesis without Silicone Liner & Shuttle Lock Mechanism**

**RECOMMENDATIONS:**

1. Prosthesis with **Silicone Liner & Shuttle Lock Mechanism** may be reimbursed as per details given in Annexure-I+ Rs.80000?(Liner cost for 4 years)
2. Prosthesis without **Silicone Liner & Shuttle Lock Mechanism** may be reimbursed after deducting an amount of **Rs.35000/-**

3. Silicone liner should be changed annually and patient may be paid @ Rs.20000/- per annum for 4 years after fitment in addition to the above mentioned price.
4. Prosthetic foot / foot shell may be replaced once in 5 years after fitment.

**ANNEXURE-I**

**PROPOSED REIMBURSEMENT PRICE OF Trans Tibial Prosthesis for K-1**

**activity level**

S.No.	NAME OF PROSTHESIS & COMPONENTS	Proposed Price for reimbursement without Silicone Liner & Shuttle Lock Mechanism	Proposed Price for reimbursement with Silicone Liner & Shuttle Lock Mechanism
1.	<b>Trans tibial prosthesis (Below Knee Prosthesis) with SACH FOOT</b> (Its include- one Diagnostic or Trial socket & one Carbon Laminated Socket, S.S. Pylon/tube, SACH FOOT, Foot Adapter, Bonded Pylon/Pylon with 4screw Adaptor, Tube Clamp Adaptor, Socket Adaptor, Sleeve Suspension, Foam Cover, Covering Socks, Socket charges, etc.)	Rs.35000/-	Rs.70000/- <b>Total cost with liners for 5 years will be</b> Rs.70000/- + Rs.80000/- <b>= Rs.1,50,000/-</b>
2.	<b>Trans tibial prosthesis (Below Knee Prosthesis) with Single Axis Foot or equivalent foot</b> (Its include- one Diagnostic or Trial socket & one Carbon Laminated Socket, Titanium Pylon/tube, SACH FOOT, Foot Adapter, Bonded Pylon/Pylon with 4screw Adaptor, Tube Clamp Adaptor, Socket Adaptor, Sleeve Suspension, Foam Cover, Covering Socks, Socket charges, etc.)	Rs.50000/-	Rs.85000/- <b>Total cost with liners for 5 years will be</b> Rs.85000/- + Rs.80000/- <b>= Rs.1,65,000/-</b>

**PRICE OF TRANS TIBIAL PROSTHESIS FOR K-2 ACTIVITY LEVEL**

S.No.	NAME OF COMPANY	Price Quoted by the firm without Silicone Liner & Shuttle Lock Mechanism	Price Quoted by the firm with Silicone Liner & Shuttle Lock Mechanism	Remarks
1.	Endolite India Limited		General price list provided	All the firms have quoted prosthetic price with Silicone Liner (upto 1 year life span) & Shuttle Lock Mechanism
2.	Otto Bock Health Care India Limited		157,140/-	
3.	P & O International Inc.		Rs.3,63,956/-	
4.	College Park Health Care India Ltd		Rs.227,772/-	
5.	BHATT SURGICALS		2,29,822/-	
6.	Born Life Prosthetics & Orthotics Inc.		1,73,460/-	
7.	Ideal Artificial Limb Solution		Rs.227,772/-	
8.	PORC		NOT PROVIDED	
9.	ALIMCO	NOT PROVIDED	NOT PROVIDED	

NOTE: All the companies have quoted their price by including the following charges

1. Silicone / Gel Liners (4 Nos.) as the expected life of liner is approx. One year (@ Rs. 21943)
2. Replacement of Foot Shell 2 No.s @ Rs.15000/ per piece & by Bhatt Surgical @ Rs.8500/-
3. Repair & Maintenance (due to normal wear & tear)

RECOMMENDATIONS:

1. Prosthesis with **Silicone Liner & Shuttle Lock Mechanism** may be reimbursed as mentioned in annexure-II+ **Rs.80000 (Liner cost for 4 years)**
2. Prosthesis without **Silicone Liner & Shuttle Lock Mechanism** may be reimbursed after deducting an amount of **Rs.35000/-**
3. Silicone liner should be changed annually and patient may be paid @ Rs.20000/- per annum for 4 years after fitment in addition to the above mentioned price.
4. Prosthetic foot / foot shell may be replaced once in 5 years after fitment.

**ANNEXURE-II****PROPOSED REIMBURSEMENT PRICE OF Trans Tibial Prosthesis for K-2 activity level**

S.No.	NAME OF PROSTHESIS & COMPONENTS	Proposed Price for reimbursement without Silicone Liner & Shuttle Lock Mechanism	Proposed Price for reimbursement with Silicone Liner & Shuttle Lock Mechanism
1.	<b>Trans tibial prosthesis (Below Knee Prosthesis) with Flexible Keel foot or equivalent foot</b> (Its include- one Diagnostic or Trial socket & one Carbon Laminated Socket, Titanium Pylon/tube, Flexible Keel foot or equivalent foot (2 nos.), Foot Adapter, Bonded Pylon/Pylon with 4screw Adaptor, Tube Clamp Adaptor, Socket Adaptor, Sleeve Suspension, Foam Cover, Covering Socks, Socket charges, etc.)	Rs.148000/-	Rs 148000/ <b>Total cost with liners for 5 years will be</b> Rs.148000/- + Rs.80000/- <b>= Rs.2,28,000/-</b>
2.	<b>Transtibial prosthesis (Below Knee Prosthesis) with Multi Axis Foot or equivalent foot</b> (Its include- one Diagnostic or Trial socket & one Carbon Laminated Socket, Titanium Pylon/tube, Multi Axis Foot or equivalent foot, Foot Adapter, Bonded Pylon/Pylon with 4screw Adaptor, Tube Clamp Adaptor, Socket Adaptor, Sleeve Suspension, Foam Cover, Covering Socks, Socket charges, etc.)	Rs.198000/-	Rs.198000/- <b>Total cost with liners for 5 years will be</b> Rs.1,98,000/- + Rs.80000/- <b>= Rs.2,78,000/-</b>

**PRICE OF TRANS TIBIAL PROSTHESIS FOR K-3 ACTIVITY LEVEL**

S.No.	NAME OF COMPANY	OF	Price Quoted by the firm without Silicone Liner & Shuttle Lock Mechanism	Price Quoted by the firm with Silicone Liner & Shuttle Lock Mechanism	Remarks
1.	<b>Endolite Limited</b>	<b>India</b>		General price list provided	

2.	<b>Otto Bock Health Care India Limited</b>		290,250/-	All the firms have quoted prosthetic price <b>with Silicone Liner (upto 1 year life span) &amp; Shuttle Lock Mechanism</b>
3.	<b>P &amp; O International Inc.</b>		Rs.451,296/-	
4.	<b>College Park Health Care India Ltd</b>		Rs.372,772/-	
5.	<b>BHATT SURGICALS</b>		Rs.3,06,322	
6.	<b>Born Life Prosthetics &amp; Orthotics Inc.</b>		Rs.3,64,270/-	
7.	<b>Ideal Artificial Limb Solution</b>		Rs.372,772/-	
8.	<b>PORC</b>		NOT PROVIDED	
9.	<b>ALIMCO</b>	NOT PROVIDED	NOT PROVIDED	

**RECOMMENDATIONS:**

1. Prosthesis with Silicone Liner & Shuttle Lock Mechanism may be reimbursed @ Rs.3,50,000/- with liner cost for 4 years.
2. Prosthesis without Silicone Liner & Shuttle Lock Mechanism may be reimbursed after deducting an amount of Rs.35000/-
3. Silicone liner should be changed annually and patient may be paid @ Rs.20000/- per annum for 4 years after fitment in addition to the above mentioned price.
4. Prosthetic foot / foot shell may be replaced once in 5 years after fitment.

**Price of Trans Tibial Prosthesis with running blade or equivalent foot for K-4 activity level**

S.No.	NAME OF COMPANY	Price Quoted by the firm with Silicone Liner & Shuttle Lock Mechanism	Remarks
1.	<b>Endolite India Limited</b>	General price list provided	All the firms have quoted prosthetic price <b>with Silicone Liner (upto 1 year life span) &amp; Shuttle Lock Mechanism</b>
2.	<b>Otto Bock Health Care India Limited</b>	Rs.302,110—368,430	
3.	<b>P &amp; O International Inc.</b>	Rs.685,208/-	
4.	<b>College Park Health Care India Ltd</b>	Rs. 4,78,772/-Rs.577,772/-	
5.	<b>BHATT SURGICALS</b>	Rs.4,47,052/-	
6.	<b>Born Life Prosthetics &amp; Orthotics Inc.</b>	Rs.472,270/--Rs.562,270/-	
7.	<b>Ideal Artificial Limb Solution</b>	Rs.4,78,772/- Rs.577,772/	
8.	<b>PORC</b>	NOT PROVIDED	
9.	<b>ALIMCO</b>	NOT PROVIDED	

RECOMMENDATIONS:

1. Prosthesis with Silicone Liner & Shuttle Lock Mechanism may be reimbursed @ Rs.4,50,000/- with liner cost for 4 years)
2. Prosthesis may be reimbursed to University / State / National & above level athlete only
3. Silicone liner should be changed annually and patient may be paid @ Rs.20000/- per annum for 4 years after fitment in addition to the above mentioned price.
4. Prosthetic foot / foot shell may be replaced once in 5 years after fitment

**PRICE OF SYME'S PROSTHESIS for K-1 activity level**

S.No.	NAME OF COMPANY	Price Quoted by the firm	Remarks
1.	<b>Endolite India Limited</b>	General price list provided	<b>Recommended Price is Rs.38000/-</b>
2.	<b>Otto Bock Health Care India Limited</b>	-----	
3.	<b>P &amp; O International Inc.</b>	Rs. 37,494-80,000 for K1 level Rs. 80,000-1,20,000 for K2 level	
4.	<b>College Park Health Care India Ltd</b>	-----	
5.	<b>BHATT SURGICALS</b>	General price list provided	
6.	<b>Born Life Prosthetics &amp; Orthotics Inc.</b>	-----	
7.	<b>Ideal Artificial Limb Solution</b>	Rs.36975/-	
8.	<b>PORC</b>	NOT PROVIDED	
9.	<b>ALIMCO</b>	NOT PROVIDED	

Note: Prosthetic foot / foot shell to be replaced once in 5 years after fitment.

**PRICE OF SYME'S PROSTHESIS for K-3 & activity level**

S.No.	NAME OF COMPANY	Price Quoted by the firm	Remarks
1.	<b>Endolite India Limited</b>	General price list provided	<b>Recommended Price Rs.2,25,000/-</b>
2.	<b>Otto Bock Health Care India Limited</b>	-----	
3.	<b>P &amp; O International Inc.</b>	2,41,000-2,65,000	
4.	<b>College Park Health Care India Ltd</b>	-----	
5.	<b>BHATT SURGICALS</b>	General price list provided	
6.	<b>Born Life Prosthetics &amp; Orthotics Inc.</b>	-----	
7.	<b>Ideal Artificial Limb Solution</b>	232939	

8	<b>PORC</b>	NOT PROVIDED	
9.	<b>ALIMCO</b>	NOT PROVIDED	

**RECOMMENDATIONS:**

1. Prosthesis with **Silicone Liner** may be reimbursed @ **Rs.2,25,000/- + Rs.80000 (Liner cost for 4 years)**
2. Prosthesis may be reimbursed to University/ State / National & above level athlete only
3. Silicone liner should be changed annually and patient may be paid @ Rs.20000/- per annum for 4 years after fitment in addition to the above mentioned price.
4. Prosthetic foot / foot shell may be replaced once in 5 years after fitment

**PRICE OF CHOPART'S PROSTHESIS**

S.No.	NAME OF COMPANY	Price Quoted by the firm	Remarks
1.	<b>Endolite India Limited</b>	General price list provided	<b>Recommended Price for K1 &amp; K2 level is Rs.38000/-</b>  <b>For K 3 level 1,30,000/-</b>
2.	<b>Otto Bock Health Care India Limited</b>	-----	
3.	<b>P &amp; O International Inc.</b>	Rs.30,000-45,000 for K2 Rs.2,41,000-2,65,000/- for K3 level	
4.	<b>College Park Health Care India Ltd</b>	-----	
5.	<b>BHATT SURGICALS</b>	General price list provided	
6.	<b>Born Life Prosthetics &amp; Orthotics Inc.</b>	-----	
7.	<b>Ideal Artificial Limb Solution</b>	137532 (K3 LEVEL)	
8	<b>PORC</b>	NOT PROVIDED	
9.	<b>ALIMCO</b>	NOT PROVIDED	

**PRICE OF PARTIAL FOOT SILICONE PROSTHESIS**

S.No.	NAME OF PROSTHESIS	Recommended Price (Above 12 years of age)	Recommended Price Child 7--12 years of age)	Recommended Price Child upto 6 years of age)
1.	Shoe filler with carbon plate	Rs. 9000/-	Rs. 5000/-	Rs. 3000/-
2.	Full Foot silicone Prosthesis	Rs.60000/-	Rs.45000/-	Rs.25000
3.	Great Toe Silicone Prosthesis	Rs.9000/-	Rs.5000/-	Rs.3000/-
4.	Silicone Prosthesis For 2nd Toe to Vth Toe	Rs.7500/- each	Rs.5000/- each	-----

**PRICE OF Trans Tibial Prosthesis for Child Amputee activity level 2 & above**

S.No.	NAME OF COMPANY	Price Quoted by the firm for Child 7--12 years of age) without liner & shuttle lock	Price Quoted by the firm for Child 7--12 years of age) with liner & shuttle lock	Price Quoted by the firm for Child upto 6 years of age)	Remarks
1.	Endolite India Limited			Not applicable Only passive prosthesis @ Rs.15000/- may be reimbursed	Recommended price for Child 7--12 years of age) with liner & shuttle lock  Rs.1,20,000/- for 2 years
2.	Otto Bock Health Care India Limited				
3.	P & O International Inc.	Rs.50000— Rs.65000/-	Rs.1,10,000-- Rs.1,40,000		
4.	College Park Health Care India Ltd				
5.	BHATT SURGICALS				
6.	Born Life Prosthetics & Orthotics Inc.				
7.	Ideal Artificial Limb Solution				
8.	PORC				
9.	ALIMCO	NOT PROVIDED	NOT PROVIDED		

**RECOMMENDATIONS:**

1. Prosthesis with **Silicone Liner & Shuttle Lock Mechanism** may be reimbursed @ **Rs.1,20,000/-** with liner cost for 2 years
2. Prosthesis without **Silicone Liner & Shuttle Lock Mechanism** may be reimbursed @ **Rs.60000/-**
3. Silicone liner should be changed annually and patient may be paid @ Rs.20000/- per annum for 4 years after fitment in addition to the above mentioned price.
4. Prosthetic foot / foot shell may be replaced twice in 2 years after fitment for children

**PRICE OF Trans Tibial Prosthesis for Child Amputee activity level 3 & above**

S.No.	NAME OF COMPANY	Price Quoted by the firm for Child 7--12 years of age) without liner & shuttle lock	Price Quoted by the firm for Child 7--12 years of age) with liner & shuttle lock	Price Quoted by the firm for Child upto 6 years of age)	Remarks
1.	Endolite India Limited	--	--	Not applicable Only passive prosthesis with foot @ Rs.15000/-	Recommended price for Child 7-12 years of age) with liner & shuttle lock  Rs.2,10,000/- for 2 years
2.	Otto Bock Health Care India Limited	---	--		
3.	P & O International Inc.	Rs. 1,44,272- - Rs.1,55,000	Rs. 1,98,200— Rs.2,20,000		
4.	College Park Health Care India Ltd	--	--		
5.	BHATT SURGICALS	--	--		
6.	Born Life Prosthetics & Orthotics Inc.	--	--		
7.	Ideal Artificial Limb Solution	--	--		
8.	PORC	--	--		
9.	ALIMCO	----	----		

**RECOMMENDATIONS:**

1. Prosthesis with **Silicone Liner & Shuttle Lock Mechanism** may be reimbursed @ **Rs.2,10,000/- +with liner cost for 2 years)**
2. Prosthesis without **Silicone Liner & Shuttle Lock Mechanism** may be reimbursed @ **Rs.1,55,000/-**
3. Silicone liner should be changed annually and patient may be paid @ Rs.20000/- per annum for 2 years after fitment in addition to the above mentioned price.
4. Prosthetic foot / foot shell may be replaced twice in 2 years after fitment for children

**PRICE OF Trans Tibial Prosthesis for Child Amputee activity level 4**

S.No.	NAME OF COMPANY	Price Quoted by the firm for Child 7--12 years of age) without liner & shuttle lock	Price Quoted by the firm for Child 7--12 years of age) with liner & shuttle lock	Price Quoted by the firm for Child upto 6 years of age)	Remarks
1.	Endolite India Limited	--	--		<p>Recommended price for Child 7-12 years of age) with liner &amp; shuttle lock</p> <p>Not applicable Only passive prosthesis with foot @ Rs.15000/-</p> <p>Rs.3,50,000/- for 2 years</p>
2.	Otto Bock Health Care India Limited	---	--		
3.	P & O International Inc.		Rs. 3,11,350— Rs.3,85,000/-		
4.	College Park Health Care India Ltd	--	--		
5.	BHATT SURGICALS	--	--		
6.	Born Life Prosthetics & Orthotics Inc.	--	--		
7.	Ideal Artificial Limb Solution	--	--		
8.	PORC	--	--		
9.	ALIMCO	----	----		

**RECOMMENDATIONS:**

1. Prosthesis with **Silicone Liner & Shuttle Lock Mechanism** may be reimbursed @ **Rs.3,50,000/- with liner cost for 2 years.**
2. Silicone liner should be changed annually and patient may be paid @ Rs.20000/- per annum for 2 years after fitment in addition to the above mentioned price.
3. Prosthetic foot / foot shell may be replaced twice in 2 years after fitment for children

**NOTE: Price of other companies also needs to be checked for final recommendation in case of child amputee.**