Rule making in India
For Safety & Emissions

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Outline of presentation

- Institutional structure
- Automotive Industry Standards Committee
- Central Motor Vehicles Rules-Technical Standing Committee (CMVR-TSC)
- Bureau of Indian Standards (BIS)
- Standing Committee on Implementation of Emission Legislation (SCOE)
- Type Approval and Conformity Of Production
- In-use vehicles
Institutional Framework for Automotive Regulations

Emission

Standing Committee on Implementation of Emission Legislation
Chairman- Joint Secretary, MoSRT&H
Members: Tests Agencies, SIAM, TMA, MoP&NG, MoHI&PE, MoEF & Others

Safety

CMVR-Technical Standing Committee
Chairman- Joint Secretary, MoSRT&H
Members: Test Agencies, SIAM, ACMA, TMA, MoHI&PE, BIS & Others

Automotive Industry Standards Committee Chairman- S R Marathe, Director, ARAI
Institutional structure for automotive regulations

- Ministry of Shipping, Road Transport & Highways is the nodal ministry for motor vehicle regulations in India.
- Motor Vehicle Act can be amended by Parliament (Union Legislature) and CMVR by the concerned Ministry through G.S.R (General Statutory Rules) and S.O (Statutory Order).
- Safety standards and emission norms are recommended for introduction by Central Motor Vehicles Rules - Technical Standing Committee (CMVR-TSC) and Standing Committee on Implementation of Emission Legislation (SCOE).
- Safety standards are prepared by Automotive Industry Standards Committee and Bureau of Indian Standards.
Automotive Industry Standards Committee (AISC)

- AISC – a committee set up by MoSRT&H
- Standards in AISC are prepared by separate Panel comprising of representatives of various stakeholder associations.
- AISC considers various aspects like the status of technology, time frame required for implementation, necessity of a particular regulation in relation to the safety and emission issues, etc.
- Finalised draft hosted on AISC secretariat website for wide circulation
- Standards prepared by AISC are submitted to CMVR-TSC for approval
Composition of Automotive Industry Standards Committee

- Director, ARAI – Chairman
- Representative from Deptt. of Heavy Industry
- Representative from Deptt. of IPP
- Representative from Deptt. of RT&H
- Representative from Bureau of Indian Standards
- Representative from VRDE
- 3 Representatives from SIAM
- 2 Representatives from ACMA
- Representative from ARAI – Member Secretary
Central Motor Vehicle Rule- Technical Standing Committee (CMVR-TSC)

- Joint Secretary, MoSRT&H is Chairman, CMVR-TSC
- CMVR-TSC comprises representatives
  - Ministry of Heavy Industries and Public Enterprises
  - Bureau of Indian Standard (BIS)
  - Automotive Component Manufacturers Association of India (ACMA)
  - Select State Governments
  - Testing agencies
  - SIAM
  - User groups – invitees
Central Motor Vehicle Rule- Technical Standing Committee (CMVR-TSC)

- CMVR-TSC adopts finalised standards and recommends implementations
- Standards notified through General Statutory Rule/Statutory Order
- Indian standards issued by Bureau of Indian standards (BIS) also notified under CMVR
- General Statutory Rules (GSR) – first draft notification issued- : 45-60 days given for comments
- Approval of the Secretary (MOSRTH) and the Minister
- Final notification is issued
Bureau of Indian Standards (BIS)

- Two Committees for automotive related standards
  - Transport Engineering Division (TED)
  - Civil Engineering Division (CED)
    - 17 Sectional Committees under TED Council
      - About 8 Sectional Committees for automotive standards
Standing Committee on Implementation of Emission Legislation (SCOE)

- Joint Secretary, MoSRT&H is Chairman, SCOE

- SCOE comprises of representatives of:
  - Ministry of Environment and Forests (MoEF)
  - Ministry of Petroleum and Natural Gas (MoP&NG)
  - Ministry of Heavy Industries and Public Enterprises (MoHI&PE)
  - Testing Agencies
  - SIAM
Standing Committee on Implementation of Emission Legislation (SCOE)

- Currently dual norms – one set of norms for 11 major cities and another for rest of the country - necessitated on account of pollution levels and availability of requisite fuel.

- Emission norms issued through gazette notification - draft notification issued first and thereafter final notification is issued after due consideration of comments received, approval of the Secretary (MOSRTH) and the Minister.
Type Approval Procedure in India

- Every manufacturer of motor vehicles other than trailers and semi-trailers submit the prototype of the vehicle to be manufactured for test by a test agency under Rule 126 of Central Motor Vehicles Rules 1989 for granting a certificate by that agency as to the compliance of provisions of the Act and Rules. This is mandatory since 1.4.1991.
Type Approval Procedure in India

- Six Testing agencies currently authorised
  - Automotive Research Association Of India, Pune,
  - Vehicle Research & Development Establishment, Ahmednagar,
  - Central Farm Machinery Testing and Training Institute, Budni,
  - Indian Institute of Petroleum, Dehradun,
  - Central Institute of Road Transport, Pune and
  - International centre for Automotive Technology, Manesar

- The process of the type approval generally takes about three months.

- The same procedure is applicable to imported vehicles and components also.
Conformity Of Production (COP) for emission

- The test agency randomly selects a vehicle at specified periodicity from the factory.
- Running in, and servicing prescribed in the manual are carried out on this vehicle under the supervision of the test agency.
- Emission tests (mass emission and tail pipe emission) are carried out by the test agency.
- COP provisions provide for extended trials and recall in the case of failure.
- Presently COP procedure is limited to only emissions We plan to introduce for components in future 2~3 years
In –Use vehicles

- All in-use vehicles have to undergo a mandatory Pollution check once in six months

- All transport vehicles have to undergo an annual fitness check
THANK YOU