



## RECOMMENDATIONS


*The Committee recommends that:*

<p><b>Scheme design and delivery</b></p> 	<b>R1</b>	A private underwriting model be retained, noting opportunities for improvements outlined in Recommendations 9 to 12.
	<b>R2</b>	A public underwriting model should be further examined in the event of significant adverse change in scheme circumstances.
	<b>R3</b>	The community rating model and vehicle class filing system be retained.
	<b>R4</b>	MAIC further investigate limited risk rating to identify potential opportunities for improving price competition and affordability.
	<b>R5</b>	As a matter of priority, MAIC take action to address the issue of high insurer profits in the scheme.
	<b>R6</b>	The current CTP premium collection model be retained.
	<b>R7</b>	The CTP renewal process be moved online as soon as practicable noting the practical limitations associated with the current system.
	<b>R8</b>	Action be taken to improve consumer awareness of choice of CTP insurer both at renewal and when purchasing a vehicle.

*The Committee recommends that:*

<p><b>Scheme performance</b></p> 	<b>R9</b>	To enhance governance, the <i>Motor Accident Insurance Act 1994</i> be amended to require a review of the scheme at least every five years.
	<b>R10</b>	The <i>Motor Accident Insurance Act 1994</i> be amended to remove reference to the Affordability Index and Average Weekly Earnings (AWEs) as a measure of scheme affordability.
	<b>R11</b>	Appropriate benchmarks be developed to enable enhanced assessment of scheme performance particularly around issues of affordability, efficiency, and motorist and claimant satisfaction.
	<b>R12</b>	MAIC implement a legal fee reporting model to allow for greater transparency of scheme efficiency.

*The Committee recommends that:*

<p><b>Scheme coverage and regulation</b></p> 	<b>R13</b>	Areas of overlap and lack of clarity in the current prudential supervision arrangements be eliminated.
	<b>R14</b>	The <i>Motor Accident Insurance Act 1994</i> be amended to establish an appropriate hierarchy of regulatory responses to licence compliance breaches.
	<b>R15</b>	Insurer performance monitoring, benchmarking and reporting be strengthened.
	<b>R16</b>	Information on scheme trends and performance be made more readily available to all stakeholders.
	<b>R17</b>	The current Nominal Defendant scheme be retained.
	<b>R18</b>	The common law defence of inevitable accident be retained.
	<b>R19</b>	A no-fault cover for children not be introduced at this time.