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WHITE BLACK LEGAL is an open access, peer-reviewed and refereed journal provided dedicated to express views on topical legal issues, thereby generating a cross current of ideas on emerging matters. This platform shall also ignite the initiative and desire of young law students to contribute in the field of law. The erudite response of legal luminaries shall be solicited to enable readers to explore challenges that lie before law makers, lawyers and the society at large, in the event of the ever changing social, economic and technological scenario.

With this thought, we hereby present to you

# **MOTOR VEHICLES ACT AND OVERVIEW ON ROAD SAFETY & REGULATIONS.**

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## **1. ABSTRACT**

This Research paper discusses the definition of road accidents and elaborates about the Motor Vehicle Act, 1988 along with its origin, history, its essential features and legal provisions associated with it. This paper also gives an overview of the offences which are covered under the Motor Vehicle Act, 1988 and the newly made amendments to this Act such as the Motor Vehicle Amendment of 2019 and the amendment of 2020. Along with this, it also gives the Supreme Court Judgements regarding the Act and legal provisions in terms of Road Safety and Regulations are covered here. We have also explained about third party insurance and various conditions under this Act such as age limit, driving license and various others. Here, the major part was No fault liability as a defense, compensation covering this topic and various case laws under this such as National Insurance Company versus Deora. Here, we have also learnt about the contents of driving license such as its conditions, offences covered for violating the driving license, age limit and other requirements as well as for the learner's license. Rules and Regulations regarding road safety, documents and other particulars description necessary to drive a motor vehicle and transport vehicle with the legal provisions under the Act are also covered. Penalty and Punishments for violation of traffic regulations and Motor Vehicle Act provisions are being read here. Various Authorities under road safety standards in accordance with this Act are covered in this paper. This Paper discusses about Provisions for speed limits on road and Juvenile Violations are stated here.

## **2. INTRODUCTION**

The Motor Vehicle Act plays a very important role in India as nowadays many events such as Road accidents, theft of vehicle, accidents taking place due to over speeding has caused the loss of many human lives, so this Act contained many provisions which help the victim to claim compensation



and getting proper justice. There are certain reasons which causes motor vehicle offences to take place such as even though incapable to have driving license still given vehicle by some parents due to love and affection, unawareness and lack of strictness traffic regulations, people are rushing and used to break laws to reach their destination, overtaking and various other reasons were responsible behind this. In order to prevent all these events, the Motor Vehicle Act 1988 has been introduced which provides with permits, licensing systems and also maintains order in terms of traffic and vehicles on road and highways. Concept of No-Fault Liability is also covered here to determine liability of vehicle owners in certain serious injuries with some important case laws. As in the old Motor Vehicles Act, 1939 there were some cases where Insured was unable to present his driving license when accident took place, so the purpose of the amendment was to settle the cases if no driving license is there and rest all documents were provided that fulfills the requirement for settlement if case is before 2022 amendment.

Various Supreme Court Judgements were cited to support the topic ensuring that compensation provided to the victim keeping in mind all sections, exceptions and defenses of this Act. The Main Motive that attracts me to choose this topic for the review paper is that this topic not only ensures safety of the public citizens when become victims of road accidents, introduce penalties and punishments that reduces the risks involving motor vehicle accidents and raises the liability. If there are advantages then there are disadvantages also of this Act like with the introduction of amendments of this Act, high number of fines were imposed for those people who violated traffic regulations, heavy punishments and sometimes it creates a burden on those who cannot pay off the liability as they belong to poor class. This Act also has lost the public trust as the public starts suffering in terms of paying the liability/compensation especially those who are financially unstable and taken loan or EMIs.

### **3. RESEARCH METHODOLOGY**

In this research paper, I want to state the main topic for the research was Indian Motor Vehicle Act of 1988 and analysis on Road Safety and Regulations. I was interested to write on the topic due the Acts passed by Central and State Government along with the Amendment Act of 2022 that changed a little bit criteria for settlement. I have done my internship on this Act where I got to know the role of different policies and certain judgements passed by Supreme Court and MACT attracted me to do research on this topic. Only one participant was here only i.e. the Author who has written the entire research paper with the help of certain internet resources and



using the bare act of the Motor Vehicle Act, 1988. Bare Act has been used to cover certain of the Motor Vehicle Act, 1988. Bare Act has been used to cover certain provisions of traffic regulations and road safety and help of Internet websites is also being taken such as Indian Kanoon to cover certain Supreme Court Judgements, Blog I pleaders website for the analysis of Motor Vehicle Act involving newly made amendments under it and website of India Code is also used. Website from chrome is also taken to make the work easier and simplify it as these resources ease the work a lot, provide a better analysis and were appropriate to meet the objectives and questions of the research paper. Here, the Recent Report on Road Accidents published by Ministry of Road Transport and Highways that provides the data for road accident by different types of vehicles after the 2022 amendment in comparison with the past years along with the causes and measures taken by transport Authorities.

### 3.1 HISTORY

The Motor Vehicles Act was never in existence before, firstly the Indian Fatal Accidents emerged in England under which most important section 1-A was covered that provided relief for damages caused to the victim on road accident but there were some flaws due to which Motor Vehicle Act needed to be introduced. Flaws such not providing mandatory compensation to the dependents of the deceased, compensation amount not computed covering loss of consortium, no future prospects, principle of multiplier and other heads which were in **SARLA VERMA AND PRANAY SETHI CASE**<sup>1</sup> and there was no provision that investigates on matter where vehicle involved in the accident belongs to place outside the jurisdiction of the Insurance Company. Thus, compensation/damages shall be proportionate to the loss resulting from such death was payable<sup>2</sup>. The first Motor Vehicles Act was introduced in 1914 that focusses on license and registration. The Act provided legal frameworks for the issuance of permits for transport vehicles whose weight is above 7500Kg and used for commercial purposes. The Interwar period witnessed automobile Industry growth across the world and the coming up of new types of vehicles including buses, trucks and taxis requiring for more comprehensive regulations and many of the principles of the 1939 Act still continue to influence the road transport policy in India.

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<sup>1</sup> National Insurance Co. Ltd. v Pranay Sethi, A.I.R. 2017 S.C. 5157 (India).

<sup>2</sup> Puttamma v K.L. Narayan Reddy, A.I.R. 2013 S.C. 858 (India).

The Supreme Court in the case of **M.K. Kunhi Mohammed versus P.A. Ahmed Kutty**,<sup>3</sup> has made certain objections to raise the limit of compensation related to motor accidents in case of death or permanent disablement where there is no proof of fault on the person involved in the accident and in cases of hit and run motor accidents. The above-mentioned suggestions made by the Supreme Court have been incorporated in the Bill of the Motor<sup>4</sup> Vehicles. The Act has also set up state and regional transport Authorities to look after implementation and it also enhanced the effectiveness in every area or territory<sup>5</sup>.

### **3.2. SALIENT FEATURES**

- 1) As we see that in our Nation, many people are driving the vehicle without getting issued proper license and if gets issued then drive the vehicle even after the expiration of its validity period. So, with the coming of such laws, Inspection is being done of such offenders and nowadays we see that strict implementation is being done with the support of installed cameras on roads where drivers if not wearing helmets or not having authorized license, have to pay penalty as their photos are taken by such advanced devices installed.
- 2) Act establishes certain rules and regulations for issuance of driving license containing certain formalities depending upon testing of the driving skills of an individual including his/her road safety measures and knowledge regarding traffic laws and it also involves revocation of driving license if traffic regulations have been violated. Act also requires fitness certificate, provides safety standards such as seat belts, airbags, anti-lock braking systems, etc. and also introduced road safety education programs to ensure safety of young drivers and pedestrians. Central Government specified certain regulations for drivers while handling hazardous and dangerous materials that requires permits, specific qualifications and need to carry safety instruments such as first-aid kits, fire extinguishers etc. that avoid the accident. Such materials are often prohibited to go through certain routes such as highways, streets as they can pose certain risks.<sup>6</sup>
- 3) In hit and run motor accidents, compensation amount has been increased as victims not get the compensation due to absence of the responsible party. Various causes such as

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<sup>3</sup> M.K. Kunhi Mohammed v P.A. Ahmed Kutty, AIR 1987 S.C. 2158 (India).

<sup>4</sup> Permits

<sup>5</sup> Mohammad Aqib Aslam, The Motor Vehicles Act 1988. An Analysis, legal services India (July. 1,1988), <https://www.legalserviceindia.com/legal/article-2663-the-motor-vehicles-act-1988-an-analysis.html>.

<sup>6</sup> License, Penalty

inflation that led the victim to suffer from economic conditions because in cases of death, if deceased is the only earning member in the family then his/her family suffers but if injured they will be a decrease in income as not able to go on work; Medical costs which covers lump sum of money depending upon the treatment and hospitalization status; making the public aware about hit and run motor accidents to avoid any further hit and run accidents.

- 4) Application for compensation shall not be taken into consideration when it has been made after a period of 6 months from the date of occurrence of the accident as there are chances of fraud or misrepresentation of facts as there are possibilities that many a times people in order to pay off their loan or EMIs fake the accident that can be tracked through the post-mortem report and sometimes from the statements of the injured. This has been followed in the recent **Supreme Court Case**<sup>7</sup>.

### **3.3. MANDATORY PROVISIONS COVERING THE MOTOR VEHICLE ACT 1988**

The Provisions discussed below reveals about the necessity to have authorized driving license for vehicle, permits for heavy/ transport vehicle/ vehicles used in educational institution, restriction of over-speeding and driving in a state of intoxication, containing registration certificate, production of essential documents and other particulars before the authorized authority.

Section 3 affirms the necessity to have authorized driving license for the use of vehicles on road/highways, Section 66 asserts that owner of transport vehicle and vehicles used in educational institution must contain permit to be used in public areas and Section 112 prescribes restriction on Over-speeding and speed on vehicles in the interest of public safety by transport authorities.<sup>8</sup>

Section 113 explains that essentials required for the issuance of permits shall be declared by the State Government and use of motor vehicle in a public area shall be in accordance with the Registration Certificate mentioning the load of vehicle fitting the requirement, Section 130 discusses that owner of motor vehicle bound to produce his/her driving license when asked by police officer or other authorized authority for inspection and Section 163A assures that insured vehicle owner liable to compensate victim's legal heirs when there is death or permanent disability due to which some sort of financial losses, loss of estate or other losses occurs.<sup>9</sup>

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<sup>7</sup> Bhagirathi v UOI and Another, A.I.R. 2023 S.C. 233.

<sup>8</sup> Over-speeding, Compensation

<sup>9</sup> Legal heirs



Section 185 imposes punishment of six Months imprisonment or fine up to Rs.2000 when driving in a state of intoxication for the first time but if the same act is committed for the second time then fine of Rs.3000 along with two years imprisonment shall be imposed as it shall lead the risk of accident specially at night and in future there might be possibility that there might be the reduction of 40-50% Indian population because as we all know India's economic growth is due to alcohol and there is a high demand of narcotics in illegal market specially among young drivers such as college students if this law is not strictly followed.<sup>10</sup>

### **3.4. LEGAL PROVISIONS**

Part XI of the Motor Vehicle Act 1998 deals with third-party rights and Section 32D of the Insurance Act of 1938 puts an obligation on the insurer to deal with third party risks. Section 146 of the Act explains that the driver of the vehicle must bear liability for Property Damage and bodily injury. In the case of **Govindan versus New India Assurance Co. Limited**,<sup>11</sup> where Govindan suffered serious injuries by the insured vehicle of New India Assurance and when the case went to court, the company contested on the grounds of policy as provided but the Supreme Court held that company shall be liable to pay the whole compensation as per Section 95 of Motor Vehicles Act that explains third-party insurance and upon seeing that it can affect the financial conditions of the injured person. Then in the case of **Karnataka SRTC versus New India Assurance Company Ltd.**<sup>12</sup>, KSRTC claimed compensation for damages to the bus by New India Assurance Company who contested on the policy but the Court decided that Insurance Company shall be held liable to pay compensation as per Section 147 & 149 that discusses third-party insurance. Following are few legal provisions given below: -

Section 185 explains that person driving the vehicle under state of intoxication is unable to control the vehicle shall be punished with six Months imprisonment or fine of RS. 2000 or with both that increases the risk of accident, Section 215 elaborates that Central Government establish National Road Safety Council and State Government constitute State Road Safety Council through notification to discharge road safety functional to avoid any further accidents and the effectiveness of these authorities shall enhance with strict implementation of such functions and Section 196 discusses that any person driving vehicle without policy of insurance shall be

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<sup>10</sup> Motor Vehicles Act, 1988 (Bare Act)

<sup>11</sup> Govindan v New India Assurance Co. Limited, A.I.R. 1999 S.C. 1398 (India).

<sup>12</sup> Karnataka SRTC v New India Assurance Company Limited, (2016) 1 S.C.C. 382 (India).

imposed punishment of RS. 1000 or three Months imprisonment or both as not having policy said to be violating the rules and regulations of this Act.

Section 189 prohibits motor vehicle to participate in any race as it is punishable by law provided consent of the State Government must be taken, Section 182 makes a person liable to be punished who has been disqualified to possess driving license of a motor vehicle and Section 160 entitles a person to submit necessary information such as identification marks, particulars of vehicle and vehicle driver at the time of accident before the authorized Authority when claiming compensation so that investigation can be carried out by the investigator to determine whether victim has really suffered some sort of losses or the case involves fraud.<sup>13</sup>

Section 158 requires person driving the motor vehicle to produce documents such as insurance certificate, registration certificate, driving license and fitness certificate for transport vehicle before the police officer but in serious cases (like death or bodily injury) where person incompetent to produce such particulars, then can submit it at the police station as such documents are necessary for the filing of cases in court and for the insurance company to decide whether to settle or contest.

Section 128 makes restriction on drivers and pillion riders of a two-wheeled motor vehicle to carry more than one person while driving as per the Central Government Notification as tripling is not allowed according to the law, Section 134 includes third-party insurance when there is any damage caused to third person or property by motor vehicle accident and submit all necessary information of the third party to the police officer unless such grounds exists which is beyond the control and Section 138 highlights certain safety norms and standards to be followed in order to avoid the accident.

Section 66 is an exception to the transport vehicle which is used for government purposes or for removing goods from defected vehicle to the safer place or for any other public purpose even though has authorized permit, Section 67 enables the State Government by means of notification to make certain rules and regulations in terms of goods which are transported through buses, trucks, or other commercial vehicles to long distances, toll taxes and any other matter which deems to be necessary for the regulation of motor transport and publication of draft in the official Gazette is required as per

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<sup>13</sup> Fraud

this section and Section 41 ensures the need for owner of the vehicle to contain Certificate of Registration where the type of vehicle, its Registration Number, chassis Number, Engine Number and also other details are issued by the Registering Authority.

Section 19 discusses the grounds where person shall be disqualified to hold driving license of any of the class of vehicles by the licensing Authority for a specified period of time. These are as follows:

1. Person has criminal record or an alcoholic person or
2. Using the motor vehicle to commit cognizable offence or
3. His/ Her previous has posed threat to the public safety or
4. Obtained driving license by fraud/ misrepresentation of facts or
5. Failed to qualify any of the tests that are required to obtain driving license

In case of order has been passed indicating the license holder whose license has been suspended shall go through the driver fresher training from a school as notified by the Central Government.<sup>14</sup>

### **3.6. MOTOR VEHICLE ACT AMENDMENTS**

The Motor Vehicle Act has gone through various amendments. They are as follows<sup>15</sup> –

#### **■ MOTOR VEHICLE AMENDMENT ACT, 2019**

The Motor Vehicle Act amended came into effect in the month of September of that year has included an increase in the number of fines in cases where the offender involved in hit-run, not wearing helmet, doing Over-speeding and not having insurance policy at the time of driving the vehicle. There were various provisions for automobile manufacturers and holding vehicle owners criminally liable for infractions which has been committed by minor drivers. The main aim of this New Act is to avoid the accidents from taking place, saving the lives of people and creating fear in the minds of citizens so that they should strictly follow these rules and regulations. Here are few classes for the payment of compensation which are covered such as: -

- 1) Compensation granted to Road Accident Victims- The Central Government developed the scheme for road accident victims during the period of golden hour. The Bill defines Golden Hour as the crucial time period where insured vehicle owner liable to provide medical

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<sup>14</sup> Kannan & Vijayaraghavan, Motor Vehicle Laws, Volume1, (16th ed.2019).

<sup>15</sup> Michael Shriney, Motor Vehicle Act 1988, Blog I pleaders (June.8, 2022), <https://blog.ipleaders.in/motor-vehicle-act-1988>



attention to the injured including all medical expenses in cases of traumatic injury and it shall extend up to one hour. The Central Government shall also make a scheme to provide interim relief to the claimants demanding compensation in accordance with third party insurance. The Bill has increased the minimum compensation for hit and run cases such as in case of death- it has increased from Rs.25000 to two lakh rupees and in case of grievous injury- it has been increased from Rs.12500 to Rs.50000.

- 2) Compulsory Insurance- The Bill allows the Central Government to establish a Motor Vehicle Accident Fund which provides compulsory insurance cover to all Indian Road Users. It will be utilized for treatment of persons who are injured in the road accidents in accordance with this scheme, thus granting compensation to the representatives of the deceased person who died in hit and run accident or granting compensation to the grievously hurt persons in hit and run accident.
- 3) National Transportation Policy- The Central Government develop National Transportation Policy after consultation with the State Governments that will establish a planning framework for road transport, grant of permits and specify priorities for the transport system.
- 4) Road Safety Board- The Bill develops National Road Safety Board which is created by the Central Government through notification. The Board will advise the Central and State Governments in terms of road safety and traffic management that involves motor vehicles standards, registration and licensing of vehicles, road safety standards and promotion of new vehicle technology.
- 5) Offences and Penalties- The Bill increases the penalties for various offences under this Act. For example, as provided in the Act that maximum penalty for drink and drive or driving under the influence of drugs has been increased from Rs.2000 to Rs.10000. If a vehicle manufacturer fails to follow the motor vehicle standards, then in such a case the penalty of up to Rs.100 crore or imprisonment of 1 year or both shall be imposed. If the contractor fails to follow the road design standards, then penalty of one lakh rupees shall be imposed.<sup>16</sup>

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<sup>16</sup> Shri Vinod Kumar Sonkar, Motor Vehicles (Amendment) Bill, 2019, Insight IAS (July 17, 2019), <https://www.insightsonindia.com/2019/07/17/the-motor-vehicles-amendment-bill-2019>.

## ■ **MOTOR VEHICLE AMENDMENT ACT, 2020**

The Motor Vehicle Act of 1989 has gone through various amendments which took effect on October 1, 2020. As per this Amendment, driver can store softcopy of their driver's license and other vehicle papers. These are some of the changes which has been implemented by the Ministry of Road transport which ensure that Traffic Regulations are followed, promotion of digitalization and No harassment of driver by the police officers. Changes which have been made to the traffic Rules under the Amendment Act were as follows: -

- 1) Individuals can now store their necessary documents on their mobile devices as per the New Amendment. This will ease the burden upon them of carrying the hard copies and can easily showup the documents when asked by any police officer.
- 2) Behavior of the Driver will be watched, and identity of the police officer gets updated on the site and information of the site gets updated each time a vehicle driver is examined.
- 3) The Motor Vehicle Act of 1989 imposes fine upon person who violate traffic laws. This prevents the vehicle from repeated checks, reducing traffic congestion on the road.
- 4) After the cancellation of driver's license, offender must report to the digital portal.<sup>17</sup>

### **3.7. ROAD SAFETY EFFECTS**

The Annual Report on Road Accidents in 2022 which was released by the Ministry of Road Transport and Highways and according to the Ministry of Road Transport and Highways, there was 11.9% increase in accidents, 9.4% increase in fatalities and 15.3% increase in the injuries as compared to the last year. Factors which were notice behind this as per the report were Over-speeding, drink and drive and violation of the traffic regulations. The Ministry has started to take several step towards road infrastructure, vehicle standards, traffic enforcement and advancement of technology which can play a vital role in curbing road accidents. If we talk about our state Uttar Pradesh, it has been ranked as the 4th State in terms of accident events as there has been a decline in road accident as compared to other states (9.9%) and on national highways (13.9%). We have also observed that high number of accidents occurring in India in terms of age is of those who belong between 18-25 years that is 19.8% but in the year 2022 it has slightly been decreased by one-percent and high number of accidents suffered by pedestrians i.e. 19.5%.

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<sup>17</sup> Sneha Mahawar, Motor Vehicle Act 1988, blog Ipleaders (June. 08, 2022), <https://Blog.ipleaders.in/The Motor Vehicle Act 1988>.

There were certain measures taken by the Ministry of Road Transport and Highways such as Creating public awareness campaigns, training programs and certification courses for road safety programs; Installing Airbags, introduction of certain norms and standards for children's safety and other technical devices in buses and commercial vehicles as well as prescribing the speed limits. There can be some more changes to such measures as stated above like for the strict implementation of measures and laws, some stringent punishment or penalty must be imposed on those in contravention with the regulations as well as advancement of the technology shall also be made like developing new applications that keeps track of the vehicle driver from the time accident took place or offender when violate any of the standards, rules and regulations and even of the victim and even of the past records due to which cases of fraud can be avoided. As well as advertisements of applications shall also be executed so that people comes to know about and no further violation shall happen in future.

### **CASE STUDIES**

#### 1. State of Gujrat versus Rajesh Patel

In this case, Rajesh Patel found to be repeated offender is charged for reckless driving and causing a serious accident where the Court imposed heavy punishment and higher penalty upon him. This Region Noticed 10% reduction in repeated offences after 2022 Amendment.

#### 2. State of Maharashtra versus Municipal Corporation of Greater Mumbai

In this case, PIL was filed against Municipal Corporation when failed to conduct road safety audits where Bombay Court implemented certain safety measures and road safety audits.

### **3.8. LANDMARK CASES**

#### **1. UNITED INDIA INSURANCE CO. LTD. VERSUS SUNIL KUMAR AND ANOTHER (2017)<sup>18</sup>**

In this case, the Respondent filed petition under Section 163A of the Act for compensation due to injuries caused by traffic accident on Nov 20, 2006 Facts of the Case- In this Case, the Respondent filed a claim petition under Section 163A of the Motor Vehicle Act, 1988 demanding compensation for injuries which has been caused due to traffic accident occurred on Nov20, 2006. Supreme Court highlighted Section 170 of the Motor Vehicles Act, 1988 and held that Insurance Company shall be held liable to pay compensation.

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<sup>18</sup> United India Insurance Co. limited v Sunil Kumar and Another, (2013) 10 S.C.C. 509 (India).



## **2. MUKUND DEVANGAN VERSUS ORIENTAL INSURANCE COMPANY (2017)<sup>19</sup>**

In this case, licenses issued for light motor vehicles, heavy motor vehicles and medium motor vehicles and Form no.4 of 1989 regulations which were used for submitting license application continued further and that includes the word “transport vehicle “was highlighted. The Supreme Court of India in this case has held that if the driver has light motor vehicle license and drives transport vehicle of the same class, then in such a case no endorsement is necessary.

### **3.8. CENTRAL MOTOR VEHICLES RULES, 1989**

The Ministry of Road, Transport, Highways and Shipping has published the Central Motor Vehicles Rules in the year 1989 which has governed vehicle-related activities such as traffic inspections, production and inspection of motor vehicles and licensing of automotive components and other vehicles. Rule 3 of Central Motor Vehicle Rules, 1989 does not apply to any person who has only learning driver’s license that has been issued in form3 and is accompanied by an instructor who is holding driving license as well as the instructor is sitting in a position to control the vehicle.<sup>20</sup> This Act not only provided for the Registration Certificate but also provides the rules for the ownership transfer of the vehicle including third-party insurance coverage.

## **4. INTERPRETATION**

In this part, we have discussed mainly about Motor Vehicles Act which has been introduced with the advancement of technology to grant relief to the accident victim and enable the people to follow certain rules, regulation and standards while driving certain classes of vehicles by creating fear of punishments and fines in their minds on the violations. Motor Vehicles Act plays a vital role in today’s life because as we see every other offence whether we talk about Kidnapping, Dacoity or murder, there is a direct or indirect link with this Act as use of the vehicle is involved and police often takes the aid of documents related to such Act such as Registration Certificate, policy copy or post-mortem and Accidents are occurring in majority especially in India, that’s why stringent laws and Amendments have been made to this Act. Thus, Insurance Companies has a great role to play in this Regard. The Act can also pose some future aspects like with the growth

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<sup>19</sup> Mukund Devangan v Oriental Insurance Company, A.I.R. 2017 S.C. 330 (India).

<sup>20</sup> Aditya Chawande, Insurance of motor vehicles against third party risks, MORTH NIC (Mar. 23, 2021), [https://morth.nic.in/sites/default/files/CMVR-chapter2\\_1.pdf](https://morth.nic.in/sites/default/files/CMVR-chapter2_1.pdf).

of electric vehicles in the future, proper measures should be taken to address the increased carbon emissions as it can also lead to pollution which can affect the health also and ultimately it can lead to some sort of accident. The Ride-sharing facilities will become prevalent in future and factors such as licensing, insurance and data privacy has to be tackled by the Authorities. The upcoming vehicle laws needs to address connected traffic signals which not only ease the pedestrians but also prevent any further accidents in future. With the coming up of smart vehicles in future, there are possibilities of cyber-threats and hacking, so proper laws and regulations must be formulated to counter such activities. Hence, there can be vast future aspects of this Act.

## **5. CONCLUSION**

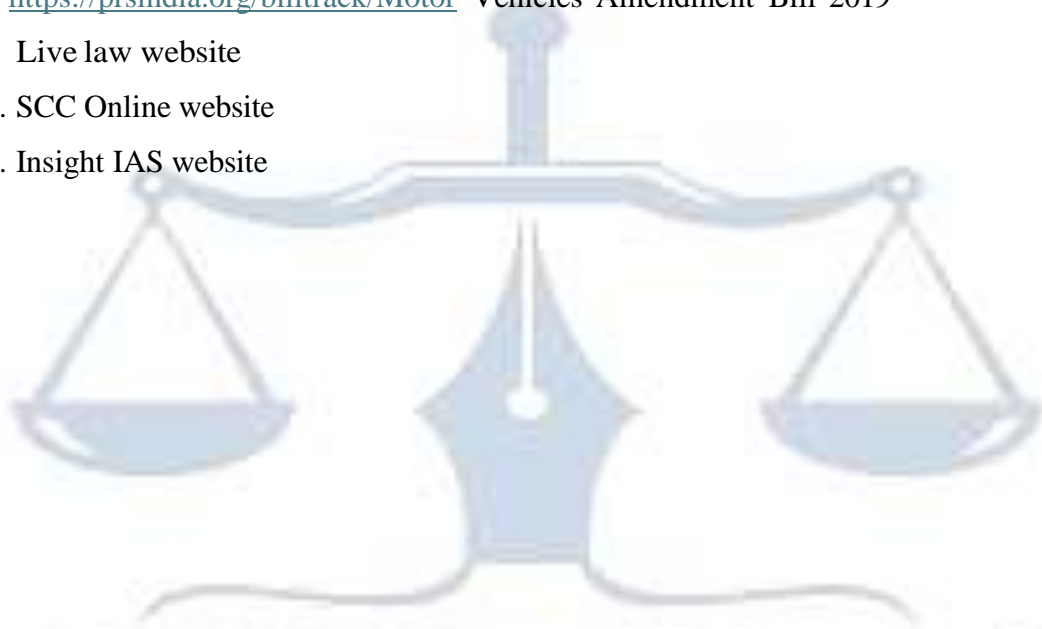
The Motor Vehicle Act guarantees the safety and well-being of all citizens of our country to avoid any accident, harm or traffic jams. The Legislation made as per the Act directs the citizens to follow the rules and regulations and in case, it is not followed by them, then fines and punishments are imposed upon them. This Act not only protects the drivers and owners of certain class of vehicles driving on roads and highways but also to other person who become victims of the accident. In case, where any accident has been caused which results in death or permanent disability of any person who is incapable to seek compensation from the offenders, then there are certain provisions which has been provided in the Act which enables them the authority to seek compensation and gains justice. The Act also provide provisions on road safety, licensing, traffic offences and insurance which aims in creating a safer and responsible road transport system. This Act has played a crucial role in solving some major issues such as road safety, third party insurance and the State Government has been inspecting on State highways, National highways and urban Roads through electronic mode. All these changes have benefitted the drivers of India a lot, but some concerns have been raised over the curbing of State Economy. The Motor Vehicles Amendment Act of 2019 provided certain strict measures and increase in penalties for golden hour and Good Samaritan and the Act also established National Road safety Board as well as National Transportation Policy.<sup>21</sup>

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<sup>21</sup> Michael Shrinney, Motor Vehicle Act- Conclusion, Blog I pleaders (June 8, 2022), [http://I Pleaders Blog | I pleaders. https://blog.iplayers.in](https://blog.iplayers.in).

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