



A Descriptive Analysis of the Evolution of Motor Vehicle Laws in India and Road Safety Measures

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ABSTRACT:

In an attempt to lower traffic accidents, state and union governments in India are becoming increasingly concerned about road safety measures; nevertheless, thus far, no appreciable progress has been made in this regard. Transportation is necessary for social, cultural, and economic growth. The road transport sector is essential in every nation, but it is more so in a developing nation like India. One cannot exaggerate the significance of India's road transport industry. India's economy is largely dependent on road transport. People and goods are effectively transported across the nation by the internal road network, which includes both state and federal highways in addition to vital and vital district and village roads. As a result, universal implementation of traffic laws and enforcement is essential to effective traffic management. Road engineering, traffic management, vehicle rules, driver behaviour, environmental protection, and the laws that control these domains all depend heavily on road safety measures. This research examines many regulatory concerns pertaining to the nation's motor vehicle legislation regime, as well as other factors that impact it.

Keywords: motor vehicle legislation, road safety, traffic, victims, accident, compensation, driving, injury, liability, licence.

Overview

Transportation is necessary for social, cultural, and economic growth. The road transport sector is essential in every nation, but it is more so in a developing nation like India. One cannot exaggerate the significance of India's road transport industry. India's economy is largely dependent on road transport. People and goods are effectively transported across the nation by the internal road network, which includes both state and federal highways in addition to vital and vital district and village roads. It is impossible to exaggerate the significance of roads when discussing cross-country travel. Road transport carries 60% of India's commodities and around 80% of its population. India has the second-largest road network in the world, spanning 6,671,000 km (approx.), and it is constantly expanding by design to control traffic flow on streets and highways for both cars and people. As a result, universal implementation of traffic laws and enforcement is essential to effective traffic management. Regrettably, this sector of the economy has the greatest death rate, responsible for millions of deaths and linked deaths every year, affecting a large percentage of the world's youthful working population. According to the WHO, there are many social gains associated with vehicle travel, but there are also significant social costs. One estimate from the WHO states that between twenty and fifty million people were harmed in 2010.

"Road safety" refers to the absence of incidents or perceptions of risk on all excursions and journeys. It is the duty of all drivers to use the road with caution and diligence. According to "The Planning Commission of India," there are several causes and effects for this complex problem. This encompasses a wide range of areas, such as legislation, law enforcement, mobility planning, health care, and educating drivers about the value of abiding by the traffic laws. A key component of lowering traffic accidents is raising awareness of safe driving techniques. Many people think that the majority of traffic accidents are caused by the errors, ignorance, and overall lack of awareness about safe driving procedures of drivers. The World Bank and WHO have conducted recent study on decreasing traffic-related injuries, which emphasises the need of teaching drivers about road safety and the precise methods for achieving it.

According to current events, road safety is turning into a more and more significant social concern. India's increasing car population has led to a rise in accidents because of poor road building. The worldwide road safety status report of WHO states that among youth (age group 5–29 years), roadway deaths are clearly one of the leading causes of mortality. Every year, more than a million individuals pass away in traffic accidents. Among the several international organisations enacting laws and putting policies in place to lower the number of traffic-related fatalities is the World Health Organisation. Numerous strategies have been effectively employed in numerous countries to reduce the number of road deaths. The real number of fatalities and injuries caused by traffic in 88 countries can be decreased. vi Nevertheless, the yearly death toll worldwide remains high at 1.35 million, largely because of a rise in traffic accidents in both developing and undeveloped countries.

In an attempt to lower traffic accidents, state and union governments in India are becoming increasingly concerned about road safety measures; nevertheless, thus far, no appreciable progress has been made in this regard. One of the numerous advantages of the "NRSMA," which was implemented by the Indian Union government, is the implementation of more sophisticated safety standards in road design and construction, as well as improved operation and maintenance of mechanically powered vehicles. The goal of the federal and state organisations created by legislation to supervise traffic safety and management is to supervise the planned development, control, support, and improvement of modern, effective road safety systems and techniques. A road safety committee was established in response to the high incidence of gravity traffic accidents in the country. ordered by the Hindu Newspaper, 5). Due to a growth in careless driving, negligence on the part of other drivers, and a widespread ignorance of road usage regulations and rules, the number of traffic accidents in India has sharply increased in recent years.

The evolution of India's motor vehicle legislation

As civilization has developed, being careless is now a crime. You might be able to use English tort law to pursue damages in a civil case if you or a loved one has been injured as a result of someone else's carelessness.

The Act specifies information on insurance, responsibility, traffic regulation, permit control, state transport undertakings, insurance, driver and conductor licencing, vehicle registration, offences, and fines. To put the Act into effect, the Indian government passed the "Central Motor Vehicles Rules 1989".

The "MV Act, 1988" underwent recent parliamentary revisions that become operative on September 1st, 2019. It is easy to understand how a driving violation may end up costing you as much as, or even more than, your monthly petrol price.

Definition and idea behind the term "accident":

The term "accident" is not defined in the MV Act. The term "accident" was originally used to refer to an unforeseen incident in the case of "Thorley & Co. Ltd. v. Fenton". The ruling in "Somari Devi v. United India Insurance Co Ltd." xxi by the Patna High Court states that anything that occurs unexpectedly qualifies as a "accident."

Accident The word "accident" is often used to describe any unplanned incident or reckless conduct; it's when something happens without the actor having any awareness or control over it. It happens suddenly, has unknown reasons, or is an exceptional outcome of recognised causes or conditions.

It is important to remember that, for the purposes of compensation legislation, any harm that was not intentional on the part of the injured party is classified as a "accident," regardless of whether the person who caused the injury was acting maliciously.

In this instance, HC discovered that the closeness of the cause of death determines whether a death in the setting of a murder was accidental or not. The death was murder simpliciter rather than accidental if the "MV Act, 1988"—which allowed the individual named therein to act as a conductor—constituted the underlying provocation.

Act of God, Inevitable Mishap, Latent Defect, and Associated Expressions Unavoidable mishaps can be classified into two groups:

1. Disasters can be classified into two categories:
 - a. those caused by pure natural forces, and
 - b. those caused by intentional human interference
2. those that can be entirely or partially attributed to human agency, such as intentional or negligent behaviour, incompetence or excess, or outside circumstances outside of human control.

An "act of God" is an occurrence that could not have been avoided by human activity. Examples of such events include lightning strikes, blizzards, hurricanes, cyclones, tidal waves, and devastating earthquakes. Nevertheless, not all sudden winds and storms—that is, those that may be fairly predicted—qualify as acts of God. For example, authorities are able to take precautionary measures when there is a possibility of significant flooding in a particular area. The Rajasthan High Court decided that the man was not killed by an act of God when a tyre flew off a moving car and struck him. This is in accordance with a verdict in the case "Economic Roadways v. United India Insurance Co. Ltd.," the defendant has the burden of evidence when an act of God is alleged as a defence. The defence of an act of God or latent defect is a weak defence in circumstances of compensation claims regulated by helpful legislation.

In "*Sarda Devi v. Birbal Ram*," the appeal court overturned the lower court's finding that the accident was a result of divine intervention, as the owner was unable to provide evidence that the car's tyres were suitable for driving.

Under compensation legislation, damage claims resulting from unanticipated events or latent problems are frequently rejected. In the case of "*Kartar Singh v. Sharma*," the jeep driver disregarded his passengers' pleas to stop before a storm arrived.

The bus driver in "*Ganpat Singh v. R.J. Faujdar Bus Service*" was forced to cross an overflowing river, and when their bus was carried away by the floodwaters, many people lost their lives. The driver's recklessness—rather than an act of God—caused the accident.

In the case of *Bhoj Singh v. MP State Road Transport Corporation*, the injuries sustained by a passenger after the bus he was riding on crashed into a tree. The defence contended that the blowout was caused by a substantial rupture, citing the bus's overcrowding as evidence. The driver's negligence in allowing the vehicle to get overcrowded was blamed for the tyre blowout. The family of a female employee who was killed by lightning filed a claim for compensation under the "Workmen's Compensation Act, 1923" in the case of *Ram Prasad v. State of Rajasthan*. Lightning was cited as a divine intervention used in self-defense. The court determined that this defence was unfounded because "...a fatality has happened as a result of an on job accident, and such situation is covered under the pervue of definition in the Act. If construction work had not been underway, this mishap would never have happened. If workers can prove that their professions placed them in danger of harm, they may still be entitled to sue their employers for damages even if they are hurt by lightning or other unrelated natural catastrophes.

Accidents Involved in Motor Vehicle Use:

Because the definition and construction of "an accident arising out of the use of a motor vehicle" are crucial in establishing fault, this section focuses on them.

One may argue that the Act's wide definition of "use" includes any employment of a motor vehicle, so that a vehicle is considered to be a "user" for the purposes of the Act regardless of whether it is being driven, repaired, parked, maintained motionless, or left alone are considered to be constantly "in use." This is against the Act and will result in legal action. If someone is killed or seriously injured in an accident that may be related to the car or the user's usage of the car, the Claims Tribunal becomes involved.

The instances show that train-car accidents are a major source of deaths and personal injuries. "Union of India v. Gujarat State Road Transport Corporation" and "Satish Kumar Patel v. Union of India" are two cases where tragic incidents often happen at unattended level crossings:

1. if the conductor of the train was the only one who was careless.
2. in situations where an accident is partially the fault of the railway as well as the drivers of the automobile and train.
3. when a driver's irresponsibility is the only factor leading to an automobile accident.

It has been stated that a driver committed a murder. When an accident does not involve a motor vehicle (as in (a) above), the "Motor Accidents Claims Tribunal" will not entertain a claim for compensation; however, when it does (as in (b) and (c) above), it will. Death or injury claims "arising out of the use of Motor Vehicle" are handled by a Claim Tribunal, the composition of which is described in Sec-165. The term "accident" as used in welfare legislation has led to its expansion to include injuries caused by a bomb blast or fire in a petrol tanker.

In the case of "Oriental Insurance Co.," radicals who rented a car and crashed it into a crowd, killing one passenger and injured others, were found guilty. Ltd. against Das, Bipal Bashi ".

The case of "Sheeja v. New India Assurance Co." Ltd., The court determined that the accident was brought on by the use of a motor vehicle when the taxi driver took it in for repair and the gasoline tanks burst.

The "MV Act, 1988," which regulated nearly every element of public transport vehicles, was adopted by the Indian Parliament in 1988. Along with associated Act requirements, driving regulations, licencing, registration, control permits, and fines are discussed. The Act goes into force on July 1st, 1989. The Indian government and state transport ministers collaborated to draft the "Motor Vehicle (Amendment) Bill" in an effort to update the 1988 Motor Vehicle Act and enhance driving conditions. The Lok Sabha gave its approval to the "Motor Vehicles (Amendment) Bill, 2017" on April 10th.

Operating a vehicle without a valid licence is prohibited by the "MV Act, 1988." The Act's primary objective was to modernize and streamline the various motor vehicle laws that were previously in place. It requires all drivers and conductors to obtain licenses, which can be renewed for an extra five years following the fifteen-year initial registration period.

We outline the salient features of the "MV Act, 1988," including the penalties for violating the legislation, along with its background, modifications, rulings from the Supreme Court, the "New Amendment Act and Rules," and other relevant details.

The "MVA of 1988" has been viewed by many as a form of social welfare legislation with the intention of redressing wrongs done to individuals. The "MVA of 1939" was intended to standardise and streamline all prior motor vehicle regulations, but it has required several revisions to keep up with the changes. The Act needed to be updated to incorporate all new practices related to motor vehicles due to advancements in road transport technology, additions to the road network, and changes in passenger transport patterns. The "MV Act, 1988" is a tort law founded on the notion that wrongs should be rectified at all costs. Today, the idea of damages and compensation can be implemented.

The purpose of the "MV Act, 1988" is to provide financial compensation to individuals injured in traffic accidents who do not have access to other means of obtaining it. All states now require drivers to have a driver's licence. Additionally, the Act requires vehicle registration for a period of 15 years, renewable for an additional 5 years. The "MVA of 1988" goes beyond simple licencing and registration.

A violation of the "New MVA, 2019" may result in a fine of Rs.4,000, three months in jail, community service, or both. Flexible policies, large coverage levels, and first-rate service are all available to consumers shopping for auto and motorbike insurance on Acko, PhonePe, and other online marketplaces in addition to the Bajaj markets site. In India, a vehicle must have at least third-party insurance in order to be registered and driven on public highways.

Objectives of the MVA in 1988:

The following issues were addressed by the MVA 1988:

1. keeping strict policies in place for the issuance of permits and calculating their validity.
2. Pollution must be kept under control and safety rules for the transportation of explosive and dangerous goods must be followed.
3. to stay up with the rapidly increasing number of automobiles in use throughout the country.
4. A higher monetary payout should be given to the victims of hit-and-run fatalities.
5. to eliminate the personal injury claim statute of limitations for individuals injured in auto accidents.
6. to impose penalties on violations under the MVA.

Important Provisions of the MVA -

1. When it comes to the requirement for a driver's licence, "S-3 of the MVA" says that:

A valid driver's licence is required for anybody to operate a public transit vehicle. It is also required for anyone to hire a motor vehicle through any scheme or operate any sort of motor vehicle for private use, with the exception of motor-taxi and motor bicycle. No one is affected by the aforementioned when operating a motor vehicle in India, unless specifically stated differently by the Central Indian government.

2. "S-4 of the MVA" deals with age-based limitations,

Motor vehicles with engines less than 50cc can be operated by anybody 16 years of age or older; anyone under the age of eighteen is not permitted to operate a motor vehicle in a public area.

The legal minimum age to operate a vehicle used for public transport is twenty years old. To operate the kind of vehicle you have requested in your application, you need to possess a valid driver's licence, either temporary or permanent.

3. "MVA Section 39"-

A car's owner or driver cannot lawfully use it in a public setting if the registration certificate has been suspended or revoked.

4. Regarding driver's licences, "S-66 of the MVA" states that:

Owners of commercial motor vehicles are not allowed to use their cars in public areas unless they possess the necessary insurance and permits.

The permit is not required for vehicles registered with a weight under 3000 kg, funeral hearses, fire engines, ambulances or vehicles used for transportation by municipal, state or federal administrations.

5. School buses are all needed to have permits.

No one shall drive or permit a motor vehicle to be driven in any public place at a speed that exceeds the maximum speed or falls below the minimum speed specified for the vehicle under the Act, unless the state government or other authorities determine that doing so is necessary for the public's safety or convenience due to the environment. Section 112 of the MVA controls this. This restriction won't be in place for more than a month.

6. "Sec-113 of MVA" applies to limitations on load capacity and utilisation.

The state government has the authority to establish guidelines for local transportation authorities to follow when awarding permits. Any place or route that prohibits or restricts cars that are overloaded would be advantageous.

- a. It is forbidden to drive a vehicle without air-filled tyres.
- b. Operating a car or caravan in a public place is prohibited if the vehicle's unladen weight (when empty) or,
- c. When completely loaded, the gross weight of the caravan is greater than the weight restrictions stated on the registration certificate.
- d. It will be assumed that the owner knew about or approved the extra weight if the driver or any other user of the vehicle is overweight. It is essential that you protect your head when driving. S-129 of the MVA makes this clear.
- e. Everyone who drives in a public place is required to wear a safety helmet. A safety helmet, also known as headgear, is simply a helmet that is intended to protect the wearer's head in the case of a collision. The helmet is fastened to the wearer's head via straps or other fasteners.

7. The MVA's Section-130 deals with the granting of registration certificates and driver's licences and states:

- Any public area is where a uniformed police officer may lawfully ask to view a driver's licence; similarly, a motor vehicle department officer may lawfully ask to see a conductor's licence in the same location.
 - When the registering authority or any official of the motor vehicle department authorises the owner to seek it, the owner must produce proof of insurance or the fitness certificate mentioned in Sec. S-56.
 - Within fifteen days after the demand, the driver must produce certified copies of the papers if they do not have the originals.
8. According to "Sec140" of the "MV Act, 1988," which upholds the "no-fault principle," compensation is required in the following circumstances:
- No-fault insurance rules apply in the event of a death or permanent disability resulting from a motor accident. A third party may be entitled to compensation under the Act if the defendant's vehicle, the defendant's driver's negligence, or both caused the death or disability.
 - In these kinds of situations, the insurance company will provide a flat payment of \$20,000 and \$50,000, respectively.
 - The Act clearly states that the claimant bears no burden of proof while pursuing compensation under this Section, regardless of any wrongdoing, carelessness, or default that the claimant, his heir, or agent may have done.
 - According to the idea of no-fault responsibility, even in cases when the victim experiences no physical harm from the collision, the owner of the at-fault vehicle is still responsible for paying the victim and any other Act that is in effect at the time of the incident.
 - Compensation payouts defined by a predetermined formula fall under the scope of these requirements are addressed in "S-163 A of MVA," which stipulates that: Compensation owed under Sec-163A of the Act may be lowered by this amount.

When a motor vehicle accident results in death or permanent disability, the owner of the vehicle insured by the licenced insurer is responsible for paying the victim or their legal heirs;

- The plaintiff does not have to prove or assert that the decedent's or plaintiff's death or irreversible harm was directly caused by the defendant's careless or reckless driving.
9. Claims for financial compensation are managed under "S-166 MVA," which stipulates:
- After an automobile accident, the claimant may proceed to the "Motor Accident Claim Tribunal" to request compensation.
 - A claim for damages resulting from the event may be made by anybody who is injured as a result of the incident, the owner of any destroyed or damaged property, the victim's legal heirs in the event of a fatal traffic accident, or the victim's authorised agent.
10. What happens if the "MVA" is broken is outlined in "S-177."
- Any individual who violates any rule, regulation, or notification issued under the Act for the first time would be fined Rs. 100/-. She would be fined Rs. 300 for every offence if she keeps breaking the law.
11. "S-179 of the MVA," which stipulates the following, covers defiance of orders, obstruction, and refusal to furnish information:
- Unless a higher punishment is stipulated by law for the offence, anybody who intentionally violates any law directed by any person or authority under this Act, or who obstructs the fulfilment of any duty or laws ordered by any person or authority under this Act, will be fined up to 500 rupees.
 - A person may be fined up to Rs. 500, imprisoned for up to one month, or both for willfully refusing to provide information that is required by this Act or providing information that they know to be false or do not believe to be truthful.
12. The minimum age required to get a driver's licence and the maximum age at which an individual may operate a motor vehicle are outlined in "S-181 of the MVA". Anybody who:
- A breach of Section 3 of the Act is driving without the required licence.
 - Anybody who uses a motor vehicle while under the legal age of majority in violation of Section 4 of the Act faces a maximum punishment of three months in prison, a fine of Rs. 1,000, or both
13. When it comes to irresponsible driving, "S-184 of the MVA" says:
- The defendant may be found guilty of reckless driving to the degree that it can be linked to the actual quantity of traffic at the time and the true nature, condition, and usage of the area in which the vehicle is being driven.

- The following are the consequences for careless driving: Repeat offenders face a year in imprisonment and/or a fine of two thousand rupees; first-time offenders risk six months in prison and/or a fine of one thousand rupees.
14. Per "Sec-185 of the MV Act, 1988,"
- No one is allowed to attempt to operate or operate a vehicle whilst under the influence of a substance that impairs one's ability to drive safely or when one's blood alcohol content (BAC) is .08% or above, as measured by a breathalyser.
15. The penalties for operating a vehicle while under the influence of drugs or alcohol are as follows:
- A first-time offender may be fined up to 2,000 Indian Rupees (INR) or sentenced to up to six months in prison.
 - If you commit a second or subsequent offence within three years of the last equivalent offence, you might face two years in jail, a 3,000 rupee fine, or both.

Salient Features of the Motor Vehicles (Amendment) Act, 2019

In order to increase road safety in the Indian Territory, the MV Act, 2019 seeks to update the MV Act, 1988. This amending Act has increased the penalty for driving under the influence, driving without a licence, driving recklessly, etc. It becomes operative on September 1st, 2019, nationwide. Currently, there is a ten-fold increase in fines for multiple infractions.

1. According to Section 10 of the Act, you must first get a "Aadhar number" in order to register a car or receive a driver's licence in India.
2. Under this Act, there are now heavier penalties for driving when underage, driving while inebriated, driving without a licence, driving recklessly, speeding, overloading, and other infractions. The Union has announced that on April 1st of every year, these penalty would increase by 10%.
3. Any traffic infractions committed by a juvenile are the responsibility of the vehicle's owner or guardian, unless it can be demonstrated that the infringement was done without their knowledge or that they took reasonable precautions to prevent it.
4. Under this Act, the Central Government may also recall automobiles if it finds that they pose a risk to other drivers, the environment, or other road users. Notably, the manufacturer of the recalled cars has to decide between
 - a. Pay the purchasers back in full for the vehicles.
 - b. Replace the damaged car with a new one that meets or exceeds the specs of the wrecked one.
5. The vehicles must undergo fitness examinations in accordance with this Act. This will reduce corruption in the transportation sector and raise the cars' roadworthiness. The Act has more effectively controlled the testing and certification process for automobiles by defining requirements for vehicle testing facilities and covering testing agencies.
6. According to the Act, a good "Samaritan" is someone who provides the accident victim with different types of assistance in addition to prompt medical treatment. The assistance must be given willingly, honestly, and without expecting payment. No civil or criminal action will be taken against someone who negligently cares for a patient after an accident, even if the patient dies or is injured.
7. The National Road Safety Board will be created to advise the federal government and the states on matters concerning traffic control and road safety. Officials from the state government will be present.
8. This Act mandates that the Central government establish a Motor Vehicle Accident Fund and mandates insurance for all Indian drivers. It is mostly employed for:
 - a. the care of accident victims in accordance with the golden hour schedule.
 - b. Family compensation in the event of a hit-and-run accident.
 - c. to make restitution to the hit-and-run victim.
 - d. must provide each person the money that the Union government demands.
9. This Act establishes the Golden Hour treatment Plan, which offers cashless treatment to victims of traffic accidents. It can occur up to an hour after the acute damage caused by the accident. This is the window of opportunity when obtaining early medical attention might potentially save lives.
10. The driver's helper is covered by third-party insurance under this Act. There won't be a cap on the liability insurance amount. The pay from insurance will increase tenfold. The claim process has also been made simpler. Businesses have one month to settle insurance claims after receiving clearance from the victim's relatives. In addition, it raised the minimum injury cost from Rs. 25,000 to Rs. 2 lakhs in fatal hit-and-run cases and from Rs. 12,500 to Rs. 50,000 in serious injury cases.

11. This legislation defines what "Taxi Aggregators" are. Using these online marketplaces or middlemen, passengers may schedule a ride with a driver (taxi services). Additionally, this Act gives these Taxi Aggregators rules.

The MV Act of 1988 is to be amended by the Act of 2019. This is in favour of acting quickly on matters such as auto insurance, road safety, etc. To facilitate greater efficiency, a number of related services—including the issue of licences, address modifications, and receipts—have been digitised and simplified. State governments are required to keep a close eye on electronic state affairs, including city roads, state highways, and public roadways.

Insurance and compensation plans have also experienced some significant changes. To guarantee that laws are properly implemented, the administration needs to take prompt action. However, the implementation challenge is attributed to the human resource shortage and the technological issue. While this isn't always the case, rules can also encourage better behaviour in other situations, and society as a whole has to do more to increase road safety.

Case laws that are pertinent:

Kothari, Kailash Nath, and Others v. State Road Transportation of Rajasthan

A bus was involved in an accident, and the driver was not the owner. The bus was borrowed from the real owner by the firm that now employs the driver. As a result, the bus's true owner was not there. The Corporation was compelled to compensate the victims for damages after the Court judged it to be at blame.

M/s United India Insurance Company Ltd. & Anr. v. Ayyappan

The owner assumes all obligation for third-party risk if the vehicle is uninsured, according to the court's ruling.

National Insurance Company Limited v. Pranay Sethi

The Supreme Court decided in this case to provide guidelines for determining how much compensation an offender should give accident victims who work for themselves, have a fixed income, or are employed permanently. According to the Supreme Court, the concept of "just compensation" ought to be based on equity, equality, and reason. More information on the rules may be found in the 'Claims Assessment' section above.

Sunil Kumar and Anr. v. United India Insurance Co. Ltd. (2017)

A Supreme Court decision prohibits insurers from suing for negligence. The Supreme Court recently rendered a decision in an MVA lawsuit concerning the validity of "Section 163A of the Motor Vehicle Act of 1988." As specified in this Act, compensation shall be distributed using a predefined formula. We will summarise the important data, questions, and conclusion in this part. The relevant details, questions, and ruling in this case are as follows.

Conclusion:

India is a developing nation where the urban to rural population density is significantly higher. Two- and four-wheeled vehicles are becoming more and more popular as a result of advancements in technology and changing lifestyle preferences. The building of new highways and the quick development of new technology pose a threat to the safety of the road transport industry. Despite the widespread availability of numerous safety precautions like helmets, seat belts, and airbags, there hasn't been a noticeable improvement in safety. In the majority of wealthy countries, the number of fatal car accidents each year is on the decline. Nonetheless, one of the leading causes of mortality in India is traffic accidents. Compared to 2018, when there were 1,51,417 accidental fatalities in India, there were 1,51,113 fewer deaths in 2019. The computed rate of decrease is an insignificant 0.20 percent. Worldwide, accident-related injuries rank as the sixth leading cause of death. The World Bank draws attention to a distinct relationship between road usage habits and socioeconomic status in light of the growing rate of road accident fatality in low- and middle-income nations like India. According to the poll, day labourers and casual workers are more likely to be vulnerable than their counterparts who work regular hours in the informal sector. This is concerning because road safety measures are crucial to traffic management, environmental protection, driver behaviour, vehicle regulations, and road engineering. They also require quick attention in order to prevent road fatalities.

Unbelievably high numbers of people die in car crashes each year. They are sometimes the victims of other people's faults and other times they are the cause of it. However, if someone is injured due to the misconduct of others, what options are left? The Motor Vehicles Act, in conjunction with its most recent modifications, guarantees that individuals who cause injury to others will be held accountable for their acts and will be required to make amends. This law's main objective is to avoid car collisions, but it also ensures that those who cause them will be held responsibly and that accident victims will be treated fairly.

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