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## **A CRITICAL ANALYSIS WITH PUBLIC OPINION ON THE MOTOR VEHICLE ACT**

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### **ABSTRACT :**

The Motor Vehicle Act is a legislation that is related to torts on the basis of compensation and giving damages which is formed on the concept that Ubi jus, ibi remedium - 'every injury has a remedy'. The Motor vehicle Act, 1988 has been formed succeeding various amendments to regulate and control the road transportation. It is viewed as a welfare law that aims to offer relief to the ones that have been harmed in the road transports. The main objective of the research is to analyse the Motor Vehicle Act and awareness of the general public on the act. Further to identify people's compliance to traffic rules and examine the frequency of offences committed. Empirical research method is adopted through a convenient sampling method. The sample size of the study is 205. The independent variables are age, gender, educational qualification, area of living and annual income. The dependent variables are the awareness, implementation, amendments and commitment of offence. The statistical tool used here is pie chart and graphical representation. Based on the study, it can be observed that most of the respondents are aware of the motor vehicle act but respondents in semi-urban and rural areas are not following the rules despite the knowledge of the act with the need for amendments in the current motor Vehicle act. Suggestions include enforcing strict implementation with video surveillance systems for road traffic and safety management; with improved technologies like Automatic Number Recognition to reduce crime in the future.

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**KEYWORDS:** Motor vehicles, Transportation, Compensation, road safety, traffic rules, offences, penalties

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### **INTRODUCTION :**

Given the increase in motor vehicles and the step towards urbanisation, traffic on roads have increased leading to an increase in the probability of accidents. The Motor Vehicle Act is thus passed and amended to regulate all the aspects of vehicles of road transportation. The Motor Vehicle Act of 1988 is regarded as a welfare law to offer relief to those who are victims of any accidents or harmed in any ter possible manner. The Motor Vehicles Act, 1914 was the first act under central legislation passed by British India to regulate enforcements, registration and licensing of vehicles. It was modified later in some princely states in 1920 and further in 1924, until Motor Vehicle Act, 1988 was passed by the Indian Parliament to regulate and control all road transports. Road and environment health, road safety, fitness of vehicle, compensation for victims of road accidents, protection of good samaritan, compulsory insurance, national transportation policy, insurance facilities, motor vehicle accident fund, control of motor vehicles, registration and licensing of motor vehicles along with drivers, traffic regulation, offences and penalties all have aroused to the factors that influence for the enactment of the motor vehicle act and its amendments. To make the act more effective, Indian parliament passed the Motor Vehicles (Amendment) Act 2019 with stricter rules to maintain safer roads on September 1, 2019. The Central Government has also created a national road safety board along with this amendment to act as an advisory board on all the aspects of management of traffic and road safety. But the application of the rules are very low and lagging in India compared to most of the countries where people disobeying the traffic rules are a major concern including crossing along zebra crossing, showing indicators, jumping traffic lines, and further a lack of proper technology to regulate the same. Countries like Sweden and France have set up examples for inspiring laws including low speed limits, pedestrian zones, and the concept of '2+1' roads. These are actually roads of three lanes, where two lanes are for vehicles going in one direction and the other one is to head in the opposite direction which are altered every few kilometres with an aim to reduce over speeding and overtaking. Japan is also a country with strict and tightening laws to make its road one of the safest in the world with government-led awareness programs. Germany has a credit system that awards demerit points to all traffic offenders and can lead to revoking their driving licence once a certain number of demerits have been reached for that person.

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**OBJECTIVES :**

- To analyze the awareness of the Motor Vehicle Act and its provision under the Act.
- To identify the level of people's compliance to traffic rules
- To examine the frequency of offences committed with the need for amendments
- To understand the implementation of the Motor Vehicle Act across all the regions of India.
- To investigate the Traffic rules in accordance with the foreign traffic rules.

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**LITERATURE REVIEW :**

The author attempts to study the early impact of "THE MOTOR VEHICLES (AMENDMENT) ACT, 2019". The author has adopted retrospective observational study during the time period of July to October 2019, where data has been extracted from medical case records. The author concludes that there is reduction in the injuries, alcohol use and rash driving after the implementation of Motor Vehicle Act, 2019. (Sasmal, 2020) The author evaluates on the general aspects of the motor vehicle act focusing on the evolution, its objective, the scope and its salient features. The author has adopted descriptive research with secondary data. The author has also examined the act in detail with various case laws and provisions in the act. (Handa, 2018)

The author critically analyses the motor vehicle act, 2019 and the impact it has on the lives of the indians. It also discusses the safety issues with the positive and negative impact the amendment breeds within itself. Further the author also discusses digitalization in fields of address change, issuance of licence, issuance of receipts and so on to increase the efficiency in the mechanism. (Sushma Kanwar, 2021) The author analyzes the motor vehicle amendment act of 2019 with its changes, implementations and its effects. The author also discusses the government's approach to increase the road safety and reduce accidents of substantial changes with effect of implementations of new regulations. (Ninad, 2019)

The author has researched the sentiment analysis of the motor vehicle amendment act of 2019 as an initiative by the government of India to follow traffic rules. The author has adopted a descriptive approach to conduct the study with secondary data to analysis on the same. The author has also stated that the early enforcement of the amendment of the act has created harsh sentiments against the traffic regulators) and the lawmakers. (Singh, 2020)

The author has scrutinised both parliamentary and legislative intention along with judicial precedent to tackle the complexities that are involved in the Motor Vehicle Act 1988 with its recent amendment in 2019. The author also deals with major specific deliberations that are involved in highlighting major issues such as liabilities, insurance, jurisprudence, compensation, and so on. (Akshat, 2020) The author discusses the motor vehicle act along with the motor insurance industry. The author investigates the development of the Indian automobile insurance industry with its relationship with motor production in india. The author has also highlighted the effect of COVID-19 on the same with comparison to Malaysia. (Mano, 2022)

The author has evaluated the motor vehicle act along with evaluating the motor vehicle crashes. The author has adopted empirical research with samples collected from the EMS clinics and first responders. The author concluded that emerging technology can improve and determine the severity and reduce the time the incidents of road accidents. (Stewart , 2021) The author has analysed the motor vehicle act along with its business analytics. The author has initiated data acquisition with logical regression carried out. Various conclusions have been derived from the set to be used as historical data for future analysis. (Sujay, 2021)

The author has analysed the motor vehicle collision of the young females with examining on the motor vehicle act. The author has on the variants of the collision with injuries and sustainability. The author concludes by stating that the need for amendments are in purview with the offences regression and scalarity. (Hani, 2022) The author reveals the Motor Vehicle Safety Responsibility Act that helps to protect people who suffer damages and injuries in crashes which are caused by uninsured stories. The author investigates the statistics on the damages and injuries on the same, concluding with a suggestion to diminish the crashes. (John, 1951) The author has examined the stress and the environment that contribute to the impact of motor vehicles. The author has adopted a descriptive method of research with secondary data. The author concludes that the increase in the accidents can be brought down through ways of using public transport or adopting emerging technology for stringent rules. (McHarry, 2022)

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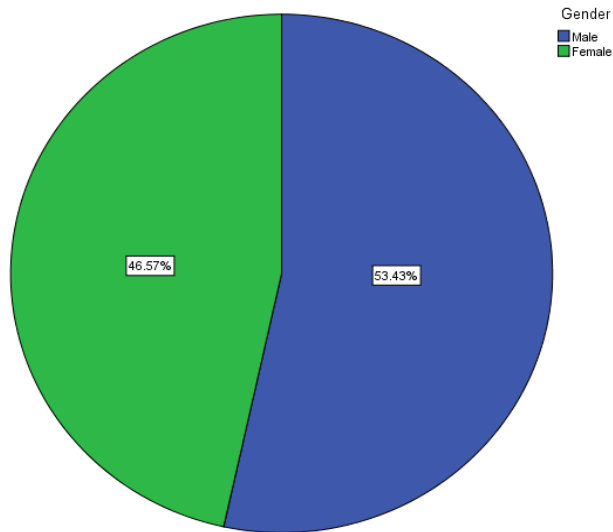
**METHODOLOGY :**

The research method adopted here is an empirical research method. The research has been collected via the samples through a convenient sampling method. The sample size of the study is 205. The survey was conducted through both in- contact and online means concentrated on areas of Chennai, Coimbatore, Erode and Tirupur. The independent variables are age, gender, educational qualification, area of living, occupation and annual income. The dependent variables are the awareness, implementation, amendments and commitment of offence. The statistical tool used here is pie chart and graphical representation.

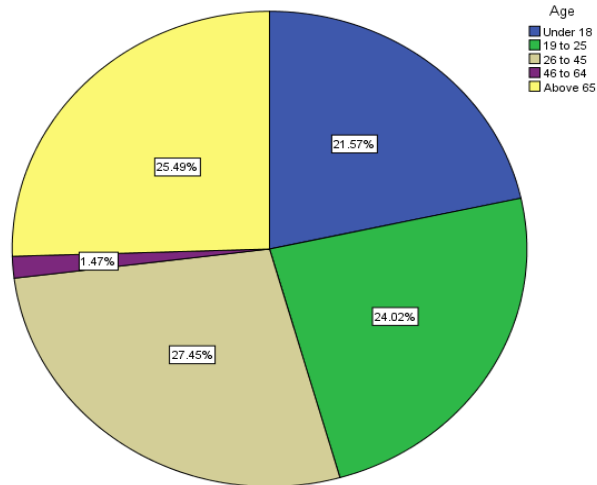
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**ANALYSIS :**

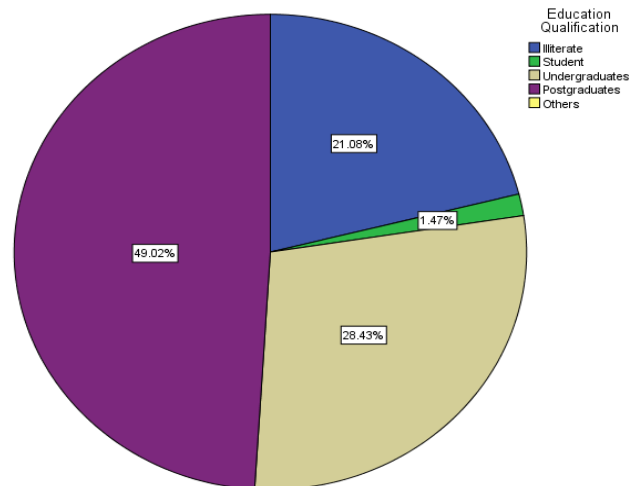
**GRAPHS :**



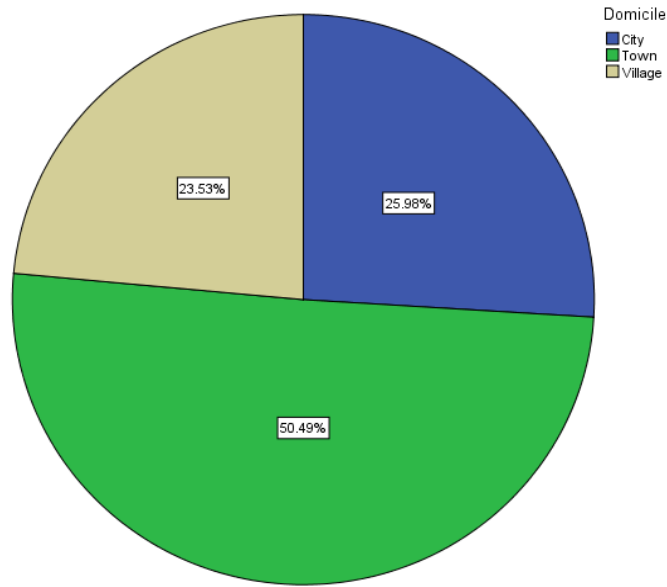
**Legend: Figure 1 represents the gender distribution of the respondents in the selected population.**



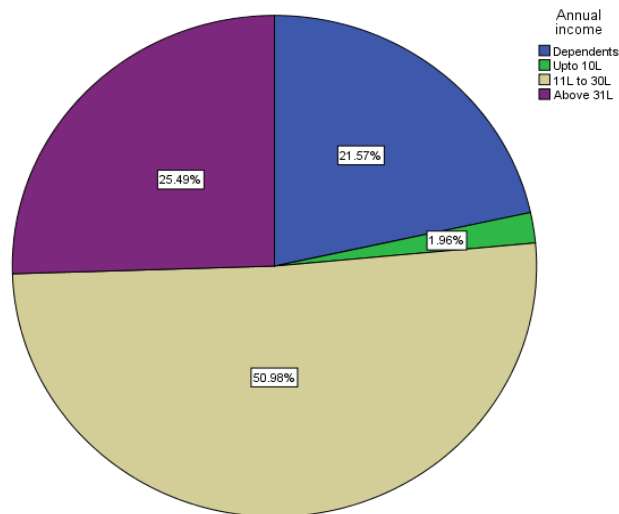
**Legend: Figure 2 represents the age distribution of the respondents in the selected population.**



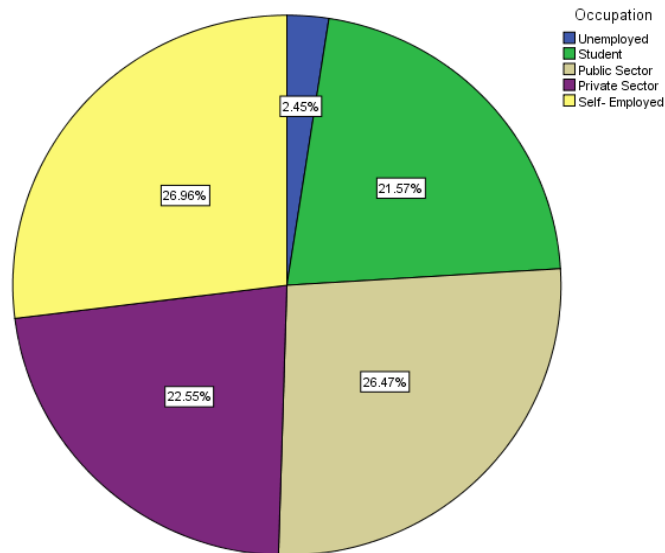
**Legend: Figure 3 represents the educational qualification distribution of the respondents in the selected population.**



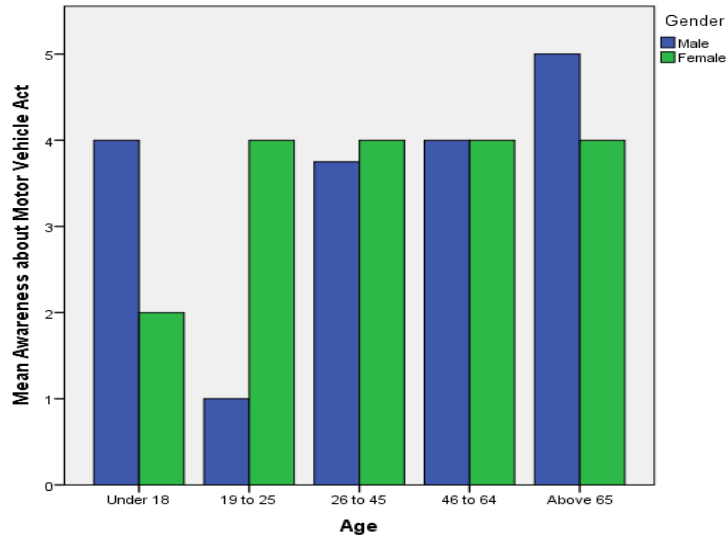
Legend: Figure 4 represents the area of living distribution of the respondents in the selected population.



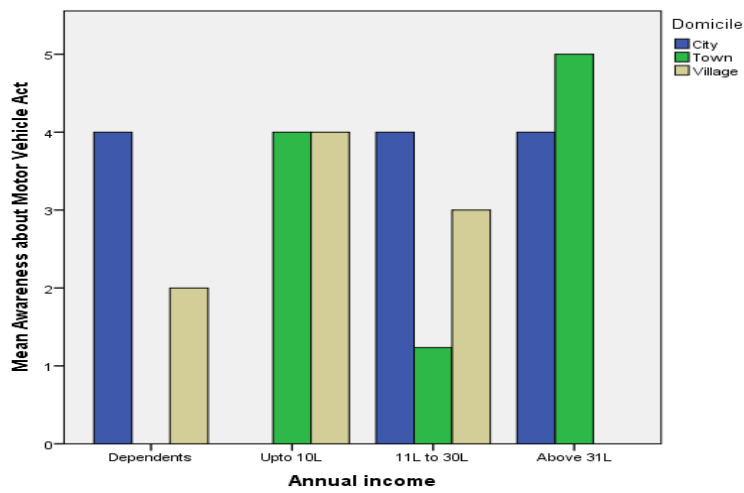
Legend: Figure 5 represents the annual income distribution of the respondents in the selected population.



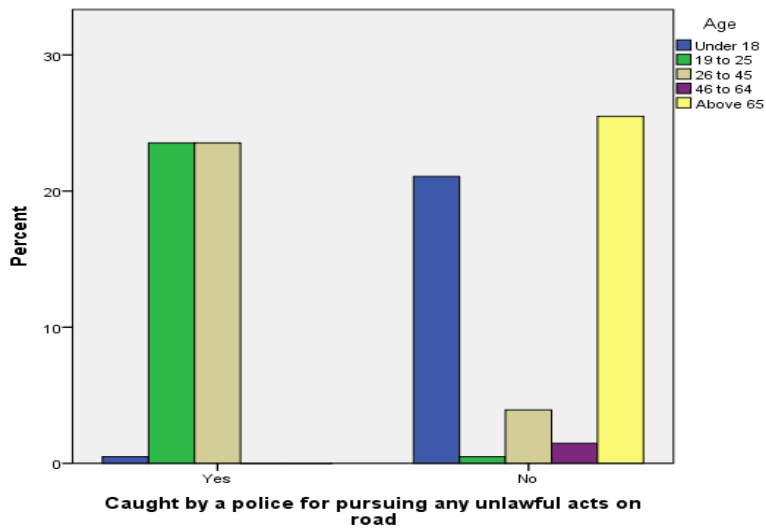
Legend: Figure 6 represents the occupation distribution of the respondents in the selected population.



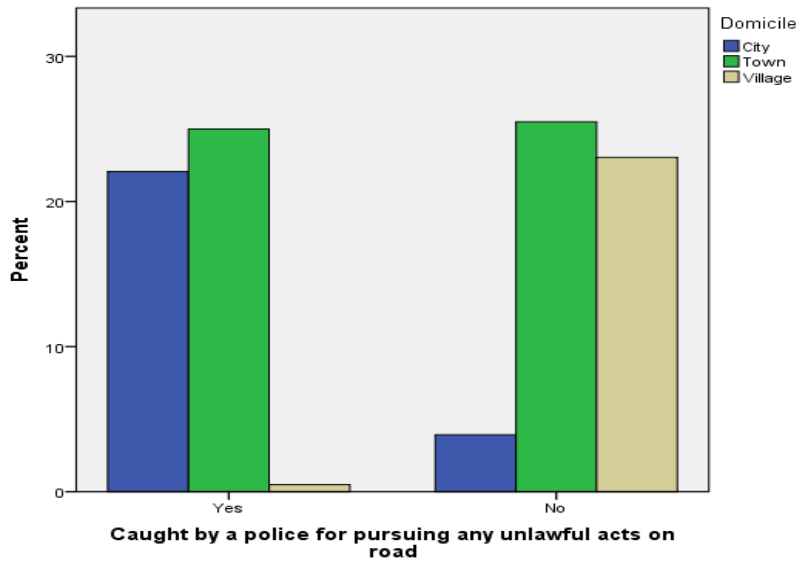
Legend: Figure 7 represents the age and gender distribution of the respondents with their awareness on Motor Vehicle Act in the selected population.



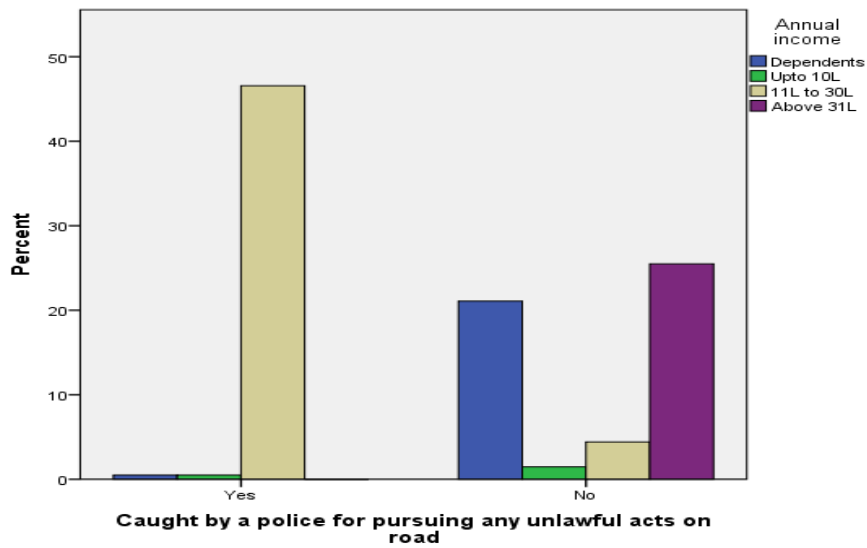
Legend: Figure 8 represents the area of living and annual income distribution of the respondents with their awareness on Motor Vehicle Act in the selected population.



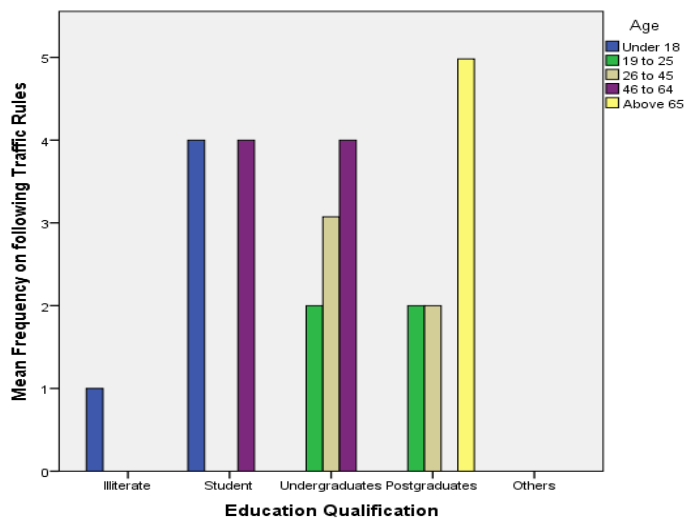
Legend: Figure 9 represents the age distribution of the respondents and their commission of any unlawful act caught by police in the selected population.



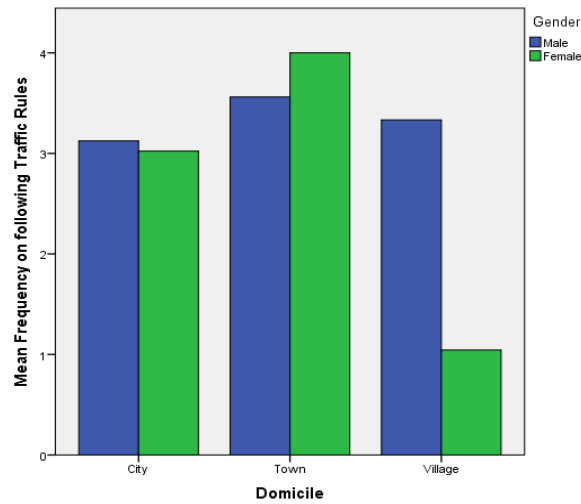
Legend: Figure 10 represents the area of living distribution of the respondents and their commission of any unlawful act caught by police in the selected population.



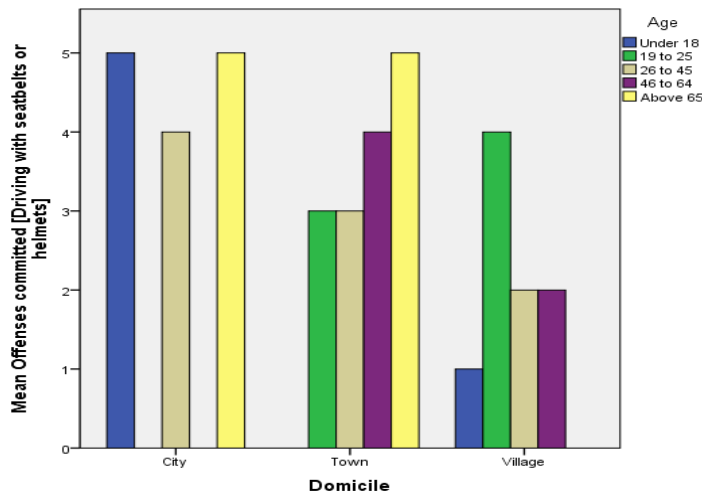
Legend: Figure 11 represents the annual income distribution of the respondents and their commission of any unlawful act caught by police in the selected population.



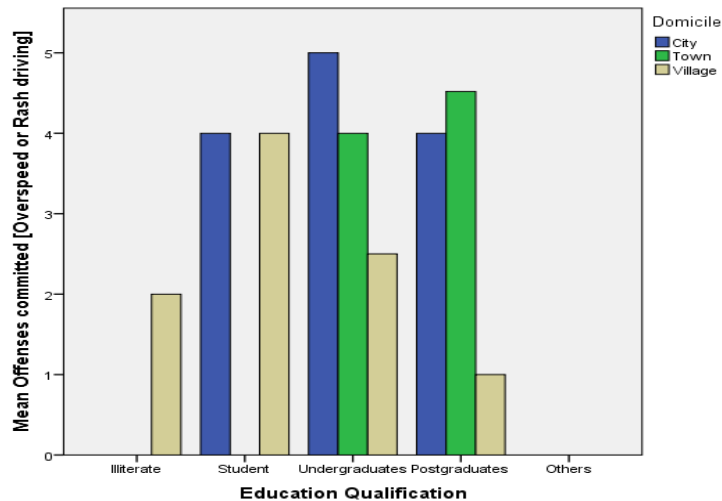
Legend: Figure 12 represents the educational qualification and age distribution of the respondents with frequency on following traffic rules in the selected population.



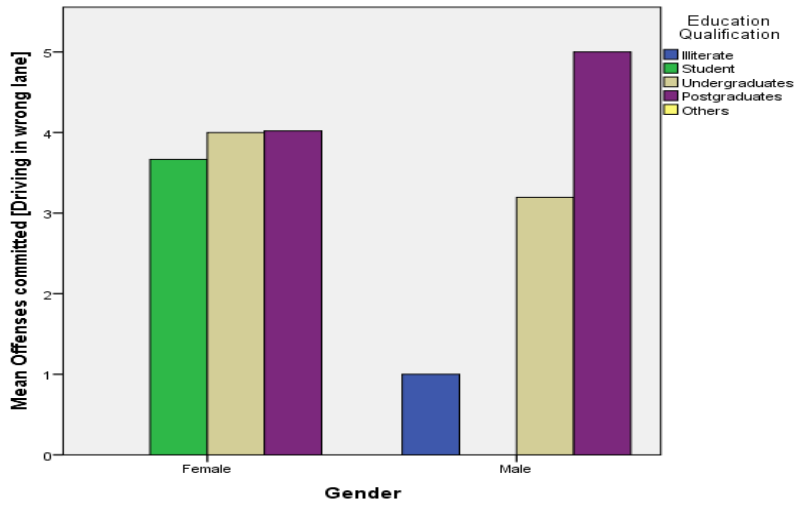
Legend: Figure 13 represents the area of living and gender distribution of the respondents with frequency on following traffic rules in the selected population.



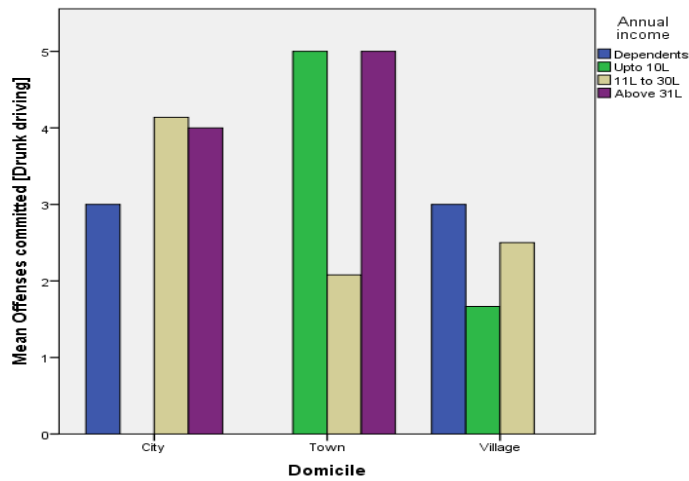
Legend: Figure 14 represents the area of living and age distribution of the respondents with driving with seatbelt or helmet as a factor to adherence of rules in the selected population.



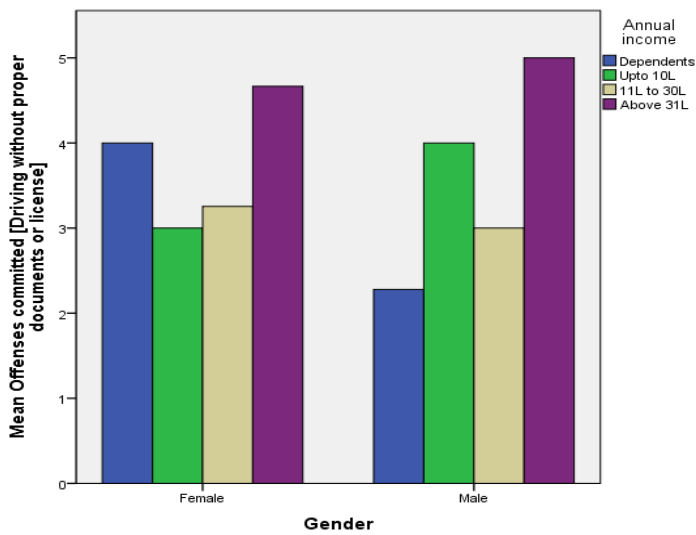
Legend: Figure 15 represents the educational qualification and area of living of the respondents with overspeed or rash driving as a factor to commitment of an offence in the selected population.



Legend: Figure 16 represents the educational qualification and gender distribution of the respondents with driving in the wrong lane as a factor to commit an offence in the selected population.

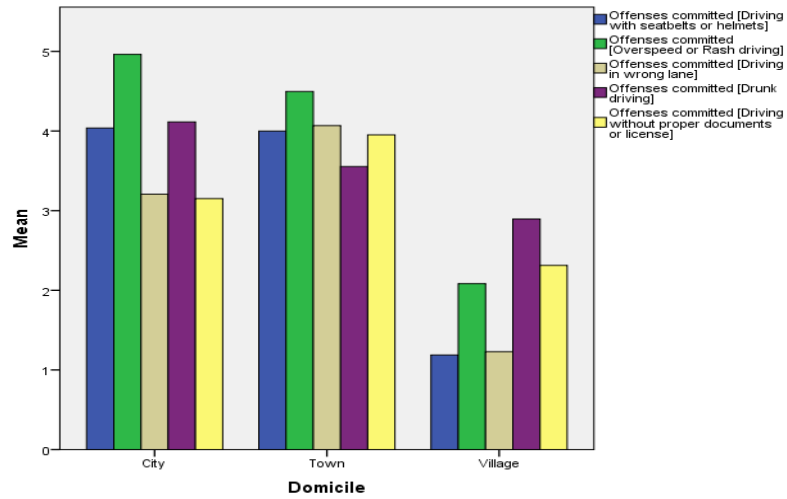


Legend: Figure 17 represents the area of living and annual income distribution of the respondents with drunk driving as a factor to commitment of an offence in the selected population.

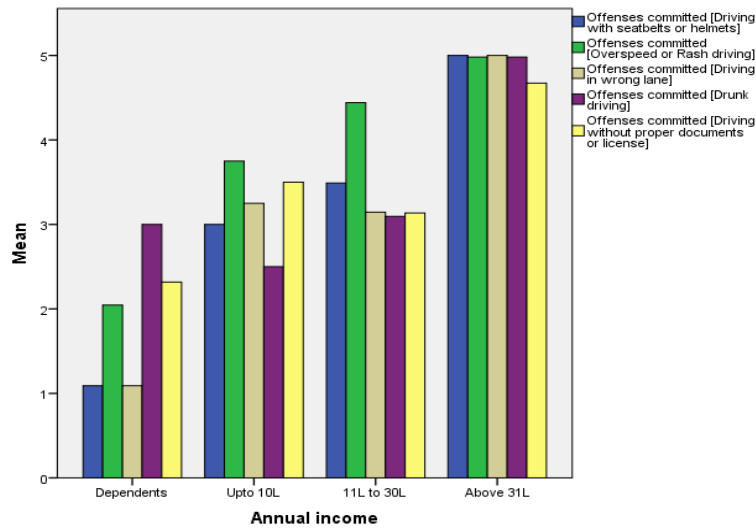


Legend: Figure 18 represents the gender and annual income distribution of the respondents with driving without proper documents or licence as a factor to commitment of an offence in the selected population.

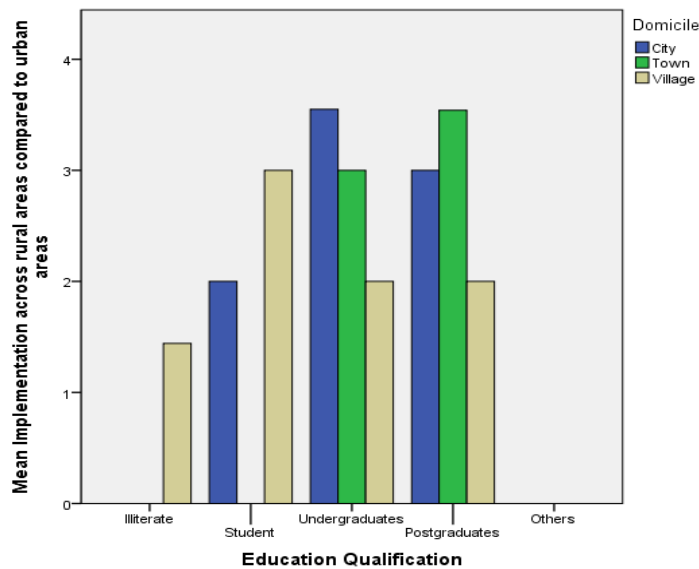




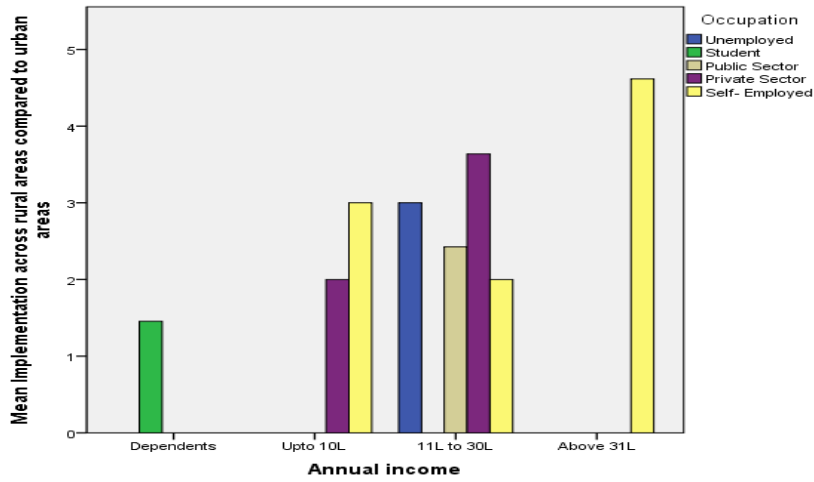
Legend: Figure 19 represents the area of living distribution of the respondents and commitment of various offences in the selected population.



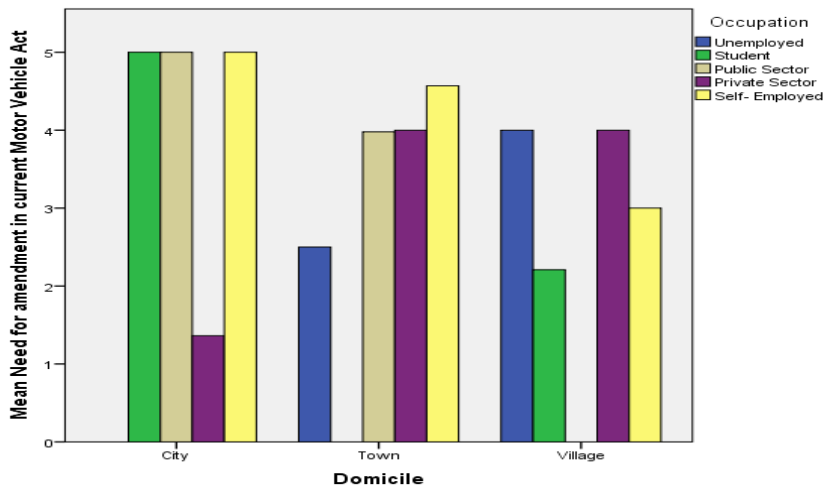
Legend: Figure 20 represents the annual income distribution of the respondents and commitment of various offences in the selected population.



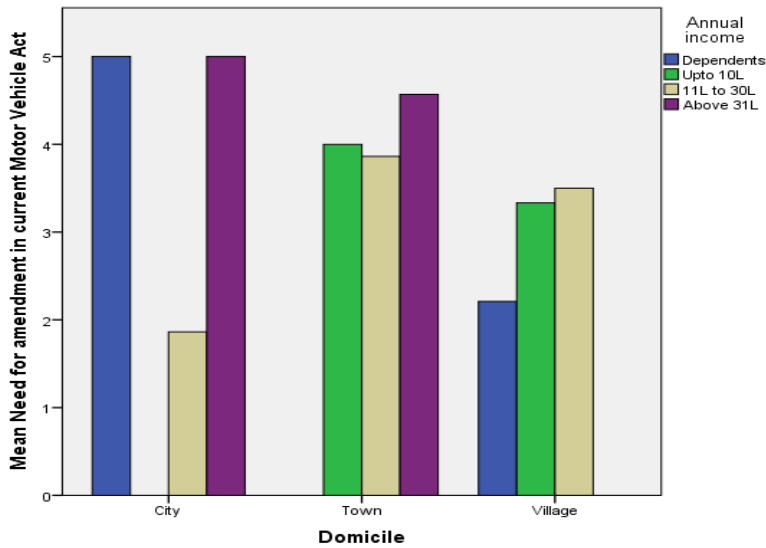
Legend: Figure 21 represents the education qualification and area of living of the respondents with their implementation in rural areas in the selected population.



Legend: Figure 22 represents the occupation and annual income of the respondents with their implementation in rural areas in the selected population.



Legend: Figure 23 represents the occupation and area of living of the respondents with the need for amendment in the present Motor Vehicle Act in the selected population.



Legend: Figure 24 represents the annual income and area of living of the respondents with the need for amendment in the present Motor Vehicle Act in the selected population.

**RESULT :**

Figure 1 represents the gender distribution of respondents where Male respondents are more in number than Female respondents. Figure 2 represents the age distribution of the respondents where most of the respondents are of the age group 26 to 45 years. Figure 3 represents the educational qualification of the respondents where postgraduates are more in number compared with other respondents. Figure 4 represents the area of living of the respondents where most of the respondents resided in semi- urban areas comparatively. Figure 5 represents the annual income distribution of the respondents where most of the respondents earned 11 L to 30 L. Figure 6 represents the occupation distribution of the respondents where most of them work in the public sector, or are self- employed.

Figure 7 represents the age and gender distribution of the respondents with their awareness on Motor Vehicle Act in the selected population. It can be observed that most of the female respondents aged below 30 and male respondents aged above 40 are aware of the Motor Vehicle Act. **(Fig 7)** Figure 8 represents the area of living and annual income distribution of the respondents with their awareness of the Motor Vehicle Act in the selected population. It can be observed that people earning above 10 Lacs in cities are more aware of the motor vehicle act. **(Fig 8)** Figure 9 represents the age distribution of the respondents and their commission of any unlawful act caught by police in the selected population. It can be observed that most of the respondents aged 19 to 45 have been caught by police than under 18. **(Fig 9)**

Figure 10 represents the area of living distribution of the respondents and their commission of any unlawful act caught by police in the selected population. It can be observed that most respondents residing in cities are caught more than the respondents residing in towns and villages. **(Fig 10)** Figure 11 represents the annual income distribution of the respondents and their commission of any unlawful act caught by police in the selected population. It can be observed that most of the respondents earning upto 30 Lakhs are caught more than the ones earning above 30 Lakhs. **(Fig 11)** Figure 12 represents the educational qualification and age distribution of the respondents with frequency on following traffic rules in the selected population. It can be observed that the majority of graduates aged above 25 years follow the rules more comparatively. **(Fig 12)** Figure 13 represents the area of living and gender distribution of the respondents with frequency on following traffic rules in the selected population. It can be observed that male respondents residing in cities follow more, followed by female respondents in semi- urban areas. **(Fig 13)** Figure 14 represents the area of living and age distribution of the respondents with driving with seatbelt or helmet as a factor to adherence of rules in the selected population. It can be observed that most of the respondents aged under 18 and above 65 follow the rules comparatively. **(Fig 14)**

Figure 15 represents the educational qualification and area of living of the respondents with overspeed or rash driving as a factor to commit an offence in the selected population. It can be observed that most of the respondents in cities who are graduates do not commit to the acts of overspeed or rash driving often. **(Fig 15)** Figure 16 represents the educational qualification and gender distribution of the respondents with driving in the wrong lane as a factor to commit an offence in the selected population. Most of the female respondents and male respondents who are graduates agree to not commit the offence of driving in the wrong lane. **(Fig 16)** Figure 17 represents the area of living and annual income distribution of the respondents with drunk driving as a factor to commit an offence in the selected population. It can be observed that most of the respondents residing in town earning upto 10 Lakhs have committed the offence of drunk driving more. **(Fig 17)** Figure 18 represents the gender and annual income distribution of the respondents with driving without proper documents or licence as a factor to commit an offence in the selected population. It can be observed that most of the respondents earning above 30 Lakhs do not carry proper documents or licence more comparatively. **(Fig 18)** Figure 19 represents the area of living distribution of the respondents and commitment of various offences in the selected population. It can be observed that most of the females feel it is expensive whereas male respondents feel lack of expertise and mileage as a major challenge respondents in semi urban areas have committed to more offences, particularly overspeed and driving in the wrong lane. **(Fig 19)** Figure 20 represents the annual income distribution of the respondents and commitment of various offences in the selected population. It can be observed that most of the respondents earning above 31 Lakhs have omitted more offences. **(Fig 20)** Figure 21 represents the education qualification and area of living of the respondents with their implementation in rural areas in the selected population. It can be observed that most of the graduates in both cities and towns agree that the implementation in rural areas is poor. **(Fig 21)** Figure 22 represents the occupation and annual income of the respondents with their implementation in rural areas in the selected population. It can be observed that most of the respondents earning 11 lakhs to 30 Lakhs in the private sector agree more to the poor implementation in rural areas. **(Fig 22)** Figure 23 represents the occupation and area of living of the respondents with the need for amendment in the present Motor Vehicle Act in the selected population. It can be observed that most of the respondents in cities feel the need for amendment more. **(Fig 23)** Figure 24 represents the annual income and area of living of the respondents with the need for amendment in the present Motor Vehicle Act in the selected population. It can be observed that most of the respondents in cities earn above 31 Lakhs and in towns feel the need for amendments in the present Motor Vehicle Act. **(Fig 24)**

**DISCUSSION :**

Figure 7 and 8 observe that most of the female respondents aged below 30 and people earning above 10 Lacs in cities are more aware of the motor vehicle act which could be due knowledge and awareness of the respondents. Figure 9 represents the age distribution of the respondents and their commission of any unlawful act caught by police in the selected population. It can be observed that most of the respondents aged 19 to 45 have been caught by police than under 18, which could be due to the frequency of usage of the vehicles by this group.

Figure 10 represents the area of living distribution of the respondents and their commission of any unlawful act caught by police in the selected population. It can be observed that most respondents residing in cities are caught more than the respondents residing in towns and villages due to the surveillance and implementation actions taken more in cities. Figure 11 represents the annual income distribution of the respondents and their commission of any unlawful act caught by police in the selected population. It can be observed that most of the respondents earning upto 30 Lakhs are caught more than the ones earning above 30 Lakhs due to the privilege of the high earning respondents. Figure 12 represents the educational qualification and age distribution of the respondents with frequency on following traffic rules in the selected population. It can be observed that the majority of graduates aged above 25 years follow the rules more comparatively as they are more prone to get caught. Figure 13 represents the area of living and gender distribution of the respondents

with frequency on following traffic rules in the selected population. It can be observed that male respondents residing in cities follow more, followed by female respondents in semi-urban areas as cities have higher surveillance than other areas. Figure 14 represents the area of living and age distribution of the respondents with driving with seatbelt or helmet as a factor to adherence of rules in the selected population. It can be observed that most of the respondents aged under 18 and above 65 follow the rules comparatively which could be due to the safety.

Figure 15 represents the educational qualification and area of living of the respondents with overspeed or rash driving as a factor to commit an offence in the selected population. It can be observed that most of the respondents in cities who are graduates do not commit to the acts of overspeed or rash driving often as they are aware of the effects and consequences of the action. **(Fig 15)** Figure 16 represents the educational qualification and gender distribution of the respondents with driving in the wrong lane as a factor to commit an offence in the selected population. Most of the female respondents and male respondents who are graduates agree to not commit the offence of driving in the wrong lane as they are aware of the wrong. **(Fig 16)** Figure 17 represents the area of living and annual income distribution of the respondents with drunk driving as a factor to commit an offence in the selected population. It can be observed that most of the respondents residing in town earning upto 10 Lakhs have committed the offence of drunk driving more as they are not caught more by the police. **(Fig 17)** Figure 18 represents the gender and annual income distribution of the respondents with driving without proper documents or licence as a factor to commit an offence in the selected population. It can be observed that most of the respondents earning above 30 Lakhs do not carry proper documents or licence more comparatively due to their privilege **(Fig 18)** Figure 19 represents the area of living distribution of the respondents and commitment of various offences in the selected population. It can be observed that respondents in semi-urban areas have committed more offences, particularly overspeed and driving in the wrong lane as the semi-urban areas are yet to implement the actions for commitment of offences. **(Fig 19)** Figure 20 represents the annual income distribution of the respondents and commitment of various offences in the selected population. It can be observed that most of the respondents earning above 31 Lakhs have committed more offences as they belong to the creamy layer. **(Fig 20)** Figure 21 represents the education qualification and area of living of the respondents with their implementation in rural areas in the selected population. It can be observed that most of the graduates in both cities and towns agree that the implementation in rural areas is poor as they are aware of the benefits of rural people not being caught and it being a threat to their safety. **(Fig 21)** Figure 22 represents the occupation and annual income of the respondents with their implementation in rural areas in the selected population. It can be observed that most of the respondents earning 11 lakhs to 30 Lakhs in the private sector agree more to the poor implementation in rural areas as they are well aware of the fact. **(Fig 22)** Figure 23 represents the occupation and area of living of the respondents with the need for amendment in the present Motor Vehicle Act in the selected population. It can be observed that most of the respondents in cities feel the need for amendment more as they feel implementation across India is not uniform. **(Fig 23)** Figure 24 represents the annual income and area of living of the respondents with the need for amendment in the present Motor Vehicle Act in the selected population. It can be observed that most of the respondents in cities earn above 31 Lakhs and in towns feel the need for amendments in the present Motor Vehicle Act as they feel most escape from the punishments by other illegal ways. **(Fig 24)**

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## LIMITATIONS :

The research was conducted only on a limited number of respondents due to the pandemic and the option of collecting samples was more reliant on online responses. The respondents are majorly from a similar group which might make their opinion homogeneous, so smaller variations would not affect the research much. A sample size of around 200 cannot give the perspective of the general public in a country like India. Thus, physical factors like place and sample size prove to be a major limitation.

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## CONCLUSION & SUGGESTIONS :

With the luxury and preference of travelling in our own vehicles, it has paved the way to increase our vulnerability to road accidents. Urge to reach destination on time or forgetting or ignoring traffic rules cause lots of problems not only to other motorists but also the pedestrians. The Motor Vehicle Act, 1939 forms a comprehensive legislation and consolidates all laws related to motor vehicles and has also been constantly amended to keep in update with advancement in technology and road networks. The main objective of the research is to analyse the Motor Vehicle Act and awareness of the general public on the act. Further to identify people's compliance to traffic rules and examine the frequency of offences committed. The findings can be observed that most of the respondents are aware of the motor vehicle act but respondents in semi-urban and rural areas are not following the rules despite the knowledge of the act as they do not get caught easily and due to the poor implementation in those areas. The respondents also agree on the poor implementation in semi-urban and rural areas with the need for amendments in the current motor vehicle act. Thus, most of the rules are not followed by most of the respondents which could also be due to lack of proper technology which could be improved for the betterment. The amendment act of 2019 proved to be efficient with good results and significantly reduced road accidents throughout the country. But, many cities and semi-urban places particularly can enforce strict implementation with video surveillance systems for road traffic and safety management. This could also mean that due to the latest technology, higher resolution cameras can be updated to ease the monitoring system for any violation of traffic rules. Automatic Number Recognition can also be placed to identify for the violation of traffic rules and all this could contribute as some factors to reduce crime in the future. Just by the government enforcing additional restrictions or rules, there is no guarantee for a safer place for everyone unless we adhere to them as responsible motorists.

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Figure 18 represents the gender and annual income distribution of the respondents with driving without proper documents or licence as a factor to commit an offence in the selected population. It can be observed that most of the respondents earning above 30 Lakhs do not carry proper documents or licence more comparatively due to their privilege (Fig 18) Figure 19 represents the area of living distribution of the respondents and commitment of various offences in the selected population. It can be observed that respondents in semi urban areas have committed more offences, particularly overspeed and driving in the wrong lane as the semi- urban areas are yet to implement the actions for commitment of offences. (Fig 19) Figure 20 represents the annual income distribution of the respondents and commitment of various offences in the selected population. It can be observed that most of the respondents earning above 31 Lakhs have committed more offences as they belong to the creamy layer. (Fig 20) Figure 21 represents the education qualification and area of living of the respondents with their implementation in rural areas in the selected population. It can be observed that most of the graduates in both cities and towns agree that the implementation in rural areas is poor as they are aware of the benefits of rural people not being caught and it being a threat to their safety. (Fig 21) Figure 22 represents the occupation and annual income of the respondents with their implementation in rural areas in the selected population. It can be observed that most of the respondents earning 11 lakhs to 30 Lakhs in the private sector agree more to the poor implementation in rural areas as they are well aware of the fact. (Fig 22) Figure 23 represents the occupation and area of living of the respondents with the need for amendment in the present Motor Vehicle Act in the selected population. It can be observed that most of the respondents in cities feel the need for amendment more as they feel implementation across India is not uniform. (Fig 23) Figure 24 represents the annual income and area of living of the respondents with the need for amendment in the present Motor Vehicle Act in the selected population. It can be observed that most of the respondents in cities earn above 31 Lakhs and in towns feel the need for amendments in the present Motor Vehicle Act as they feel most escape from the punishments by other illegal ways. (Fig 24)

**LIMITATIONS**  
The research was conducted only on a limited number of respondents due to the pandemic and the option of collecting samples was more reliant on online responses. The respondents are majorly from a similar group which might make their opinion homogeneous, so smaller variations would not affect the research much. A sample size of around 200 cannot give the perspective of the general public in a country like India. Thus, physical factors like place and sample size prove to be a major limitation.

**CONCLUSION & SUGGESTIONS**  
With the luxury and preference of travelling in our own vehicles, it has paved the way to increase our vulnerability to road accidents. Urge to reach destination on time or forgetting or ignoring traffic rules cause lots of problems not only to other motorists but also the pedestrians. The Motor Vehicle Act, 1939 forms a comprehensive legislation and consolidates all laws related to motor vehicles and has also been constantly amended to keep in upstate with advancement in technology and road networks. The main objective of the research is to analyse the Motor Vehicle Act and awareness of the general public on the act. Further to identify people's compliance to traffic rules and examine the frequency of offences committed. The findings can be observed that most of the respondents are aware of the motor vehicle act but respondents in semi-

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urban and rural areas are not following the rules despite the knowledge of the act as they do not get caught easily and due

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INTRODUCTION

Given the increase in motor vehicles and the step towards urbanisation, traffic on roads have increased leading to an increase in the probability of accidents. The Motor Vehicle Act is thus passed and amended to regulate all the aspects of vehicles of road transportation. The Motor Vehicle Act of 1988 is regarded as a welfare law to offer relief to those who are victims of any accidents or harmed in any ter possible manner. The Motor Vehicles Act, 1914 was the first act under central legislation passed by British India to regulate enforcements, registration and licensing of vehicles. It was modified later in some princely states in 1920 and further in 1924, until Motor Vehicle Act, 1988 was passed by the Indian Parliament to regulate and control all road transports. Road and environment health, road safety, fitness of vehicle, compensation for victims of road accidents, protection of good samaritan, compulsory insurance, national transportation policy, insurance facilities, motor vehicle accident fund, control of motor vehicles, registration and licensing of motor vehicles along with drivers, traffic regulation, offences and penalties all have aroused to the factors that influence for the enactment of the motor vehicle act and its amendments. To make the act more effective, Indian parliament passed the Motor Vehicles (Amendment) Act 2019 with stricter rules to maintain safer roads on September 1, 2019. The Central Government has also created a national road safety board along with this amendment to act as an advisory board on all the aspects of management of traffic and road safety. But the application of the rules are very low and lagging in India compared to most of the countries where people disobeying the traffic rules are a major concern including crossing along zebra crossing, showing indicators, jumping traffic lines, and further a lack of proper technology to regulate the same. Countries like Sweden and France have set up examples for inspiring laws including low speed limits, pedestrian zones, and the concept of '2+1' roads. These are actually roads of three lanes, where two lanes are for vehicles going in one direction and the other one is to head in the opposite direction which are altered every few kilometres with an aim to reduce over speeding and overtaking. Japan is also a country with strict and tightening laws to make its road one of the safest in the world with government-led awareness programs. Germany has a credit system that awards demerit points to all traffic offenders and can lead to revoking their driving licence once a certain number of demerits have been reached for that person.

OBJECTIVES

- To analyze the awareness of the Motor Vehicle Act and its provision under the Act.
- To identify the level of people's compliance to traffic rules
- To examine the frequency of offences committed with the need for amendments
- To understand the implementation of the Motor Vehicle Act across all the regions of India.
- To investigate the Traffic rules in accordance with the foriegn traffic rules.

LITERATURE REVIEW