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STATUTORY INSTRUMENTS

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**2010 No. 1115**

**ROAD TRAFFIC**

**The Motor Vehicles (Third Party Risks) (Amendment) Regulations 2010**

<i>Made</i>	- - - -	<i>30th March 2010</i>
<i>Laid before Parliament</i>		<i>1st April 2010</i>
<i>Coming into force</i>	- -	<i>30th April 2010</i>

The Secretary of State for Transport, in exercise of powers conferred by section 160 of the Road Traffic Act 1988(1), makes the following regulations.

The Secretary of State for Transport has, in accordance with section 195(2) of that Act, consulted with such representative organisations as he thinks fit.

**Citation and commencement**

1. These regulations may be cited as the Motor Vehicles (Third Party Risks) (Amendment) Regulations 2010 and shall come into force on 30th April 2010.

**Amendment of the Motor Vehicles (Third Party Risks) Regulations 1972**

2. Regulation 11 of the Motor Vehicles (Third Party Risks) Regulations 1972(2) (notification to the Secretary of State of ineffective policies or securities) is revoked.

Signed by authority of the Secretary of State

30th March 2010

*Paul Clark*  
Parliamentary Under Secretary of State  
Department for Transport

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(1) 1988 c.52. See section 160(1) of the Road Traffic Act 1988 for the definitions of “regulations” and “prescribed”.  
(2) S.I. 1972/1217, to which there are amendments not relevant to these regulations.

**Status:** This is the original version (as it was originally made). This item of legislation is currently only available in its original format.

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## **EXPLANATORY NOTE**

*(This note is not part of the regulations)*

These regulations amend the Motor Vehicles (Third Party Risks) Regulations 1972.

Regulation 2 revokes regulation 11. The effect of this revocation is to lift from a company the requirement to notify the Secretary of State where a policy or security issued by the company ceases to be effective (other than by effluxion of time or by reason of death) without the consent of the person to whom it was issued.

An impact assessment has not been produced as no adverse impact on the costs of the private or voluntary sectors is foreseen.