



## Legislative provisions with respect to traffic and road safety in India

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### Abstract

According to figures from the World Health Organization, 1.3 million individuals worldwide lose their lives in traffic accidents every year, raising concerns about global road safety. For low- and middle-income nations, the issue is much more concerning since 93%, despite the fact that these nations are home to over 60% of the world's automobiles, they account for of the world's traffic fatalities. Given that India has one of the greatest road networks in the world, the problem of road safety is even more crucial. The issue has been made worse by the unheard-of rate of motorization and the expanding urbanization brought on by the rapid rate of economic expansion. India is a victim of numerous road accidents annually. Road safety is a necessary measure that needs to be taken for the safety of all road users. It is the all-encompassing methods and measures used to prevent road users from being killed or injured. The typical road users include pedestrians, cyclists, motorists, vehicle passengers and passengers of on-road public transport <sup>[1]</sup>. In addition to the victims and their families, the economy as a whole bears the cost of road accidents in terms of premature deaths, injuries, disabilities, and lost potential income. In 2020, there were 3,66,138 reported traffic accidents caused 1,31,714 people to lose their lives and 3,48,279 people to suffer injuries. Sadly, the age group most afflicted by traffic accidents is 18 to 45 years old, which accounts for nearly 70% of all accidental fatalities. Given the utmost importance of this subject, our Ministry has made an effort to periodically take different steps, amend pertinent Acts as necessary, change desirable policy, adopt suitable measures, and so on. Tracking progress toward achieving universal road safety <sup>[2]</sup>.

**Keywords:** legislative provisions, world health organization

### Introduction

Transportation is one of the most basic needs that people have in their daily lives. People require transportation to travel and move to a different location, especially if it is a long distance away. People use various modes of transportation such as airplanes, trains, boats, buses, automobiles, and motorcycles. Cars, buses, and motorcycles are the most common examples. Road expansions are insufficient to keep up with the increase in vehicle population. This is why there are so many car accidents on a daily basis. It could be caused by a driver's lack of discipline, a refusal to follow traffic rules, or a lack of infrastructure. Vehicle accidents frequently result in injuries or even death. However, there are traffic laws in place that may help to prevent these types of collisions, but it is still up to the motorist to observe them. There are traffic enforcers who are eager to assist in preserving decent traffic conditions. It is the driver's responsibility to adhere to traffic laws and regulations. Vehicle collisions are extremely difficult to avoid. However, it is possible to reduce the amount of accidents that occur on a daily basis by beginning with ourselves and completing our job as a decent community member <sup>[3]</sup>.

The average number of traffic accidents in 2020 was 18.46% lower than it was in the year before, which was 2019. In a similar vein, the number of fatalities and injuries in 2020 both reduced by 12.84% and 22.84%, respectively. The lengthy period of lockdown the government imposed during the pandemic may also have contributed to the substantial decline in these indices. Moreover, for the second year running, both the overall death toll and the number of fatal traffic accidents have decreased in 2020.

However, to sustain this trend, all stakeholders must be brought on board with the proactive approach to road safety <sup>[4]</sup>.

During the year 2021, a total number of 4,12,432 road accidents have been reported in the country, claiming 1,53,972 lives and causing injuries to 3,84,448 persons. Unfortunately, the worst affected age group in Road accidents is 18-45 years, which accounts for about 67 percent of total accidental deaths. According to the report "Road Accidents in India 2021," there were 4,12,432 sad incidents of road accidents in 2021, which resulted in 1,53,972 fatalities and 3,84,448 injuries. However, India is dedicated to reducing the number of fatalities brought on by traffic incidents. Road accidents have several causes, such demands multifaceted solutions to the issues, as well as coordinated efforts from the Central Government and State Government entities. The Ministry has developed a multi-pronged plan centered on education, engineering (of both roads and automobiles), enforcement, and emergency care to address the issue of road safety, together with several other associated agencies and stakeholders <sup>[5]</sup>.

### Important Traffic Laws in India

#### 1. The Indian Penal Code, 1860

There are no specific laws regarding road safety under the penal code but selected sections of Indian Penal Code describe the penal provisions regarding motor vehicle accidents by 'mens-rea'. The word mens-rea arise from Latin term "Actus Reus non Facit Reum Nisi Mens sit Rea." Meaning of mens-rea is "an act does not make a defendant guilty without a guilty mind." The crime related to road having words limited with mens-rea like Rash driving,

negligence etc. The Indian penal code and judicial observations declares justice regarding road users for their safety purpose.

The Indian Penal Code (IPC) provides the general penal code of India, impliedly assuming the possibility of existence of special statutes defining offences and prescribing punishments therefore, for example, the Motor Vehicles Act, 1988 in the present context.

Sections 279, 304A, 336, 337, 338, IPC are relevant and reproduced below:

Section 279. Rash driving or riding on a public way.” Whoever drives any vehicle, or rides, on any public way in a manner so rash or negligent as to endanger human life, or to be likely to cause hurt or injury to any other person, shall be punished with imprisonment of either description for a term which may extend to six months, or with fine which may extend to one thousand rupees, or with both”<sup>[6]</sup>.

Section 304A. Causing death by negligence. “Whoever causes the death of any person by doing any rash or negligent act not amounting to culpable homicide, shall be punished with imprisonment of either description for a term which may extend to two years, or with fine, or with both”.

Section 336. Act endangering life or personal safety of others.” Whoever does any act so rashly or negligently as to endanger human life or the personal safety of others, shall be punished with imprisonment of either description for a term which may extend to three months, or with fine which may extend to two hundred and fifty rupees, or with both”<sup>[7]</sup>.

Section 337. Causing hurt by act endangering life or personal safety of others. “Whoever causes hurt to any person by doing any act so rashly or negligently as to endanger human life, or the personal safety of others, shall be punished with imprisonment of either description for a term which may extend to six months, or with fine which may extend to five hundred rupees, or with both”.

Section 338. Causing grievous hurt by act endangering life or personal safety of others. “Whoever causes grievous hurt to any person by doing any act so rashly or negligently as to endanger human life, or the personal safety of others, shall be punished with imprisonment of either description for a term which may extend to two years, or with fine which may extend to one thousand rupees, or with both”<sup>[8]</sup>.

The accused must operate a vehicle in a reckless or careless manner that endangers human life or is likely to inflict harm or injury on another person in order to be found guilty of the offense listed in section 279 of the Indian Penal Code. High speeds or the lack of horn use by themselves do not indicate hasty or careless driving. Place, time, traffic, and crowd size are significant determinants of haste or carelessness<sup>[9]</sup>.

Rash and negligent acts which endanger human life, or the personal safety of others, are punishable under section 336 even though no harm follows, and are additionally punishable under sections 337 and 338 if they cause hurt, or grievous hurt. Element of volition or intention is foreign to the set of offences under sections 336 to 338, IPC. Offences defined by these sections as well as section 279 are minor offences in comparison with the offence under section 304A where death is caused by a rash or negligent act<sup>[10]</sup>.

Recently, the Supreme Court has observed that if a person willfully drives a motor vehicle into the midst of a crowd and thereby causes death to some person, it will not be a case of mere rash and negligent driving and the act would amount to culpable homicide. Dealing with sentencing of a

convict for offences under sections 279 and 304A, IPC, the Supreme Court in *Dalbir Singh v. State of Haryana*<sup>[11]</sup> held: “When automobiles have become death traps any leniency shown to drivers who are found guilty of rash driving would be at the risk of further escalation of road accidents. All those who are manning the steering of automobiles, particularly professional drivers, must be kept under constant reminders of their duty to adopt utmost care and also of the consequences befalling them in cases of derelict. Keeping a deterrent component in the sentencing realm is one of the best strategies to keep such drivers on high alert. They would be tempted to treat driving as a frivolous pastime at any latitude that was presented to them in that realm.

In *Rattan Singh v. State of Punjab*<sup>[12]</sup>, the Supreme Court had held: Nevertheless, sentencing must have a policy of correction. This driver, if he has to become a good driver, must have a better training in traffic laws and moral responsibility, with special reference to the potential injury to human life and limb. Therefore, punishment in this area must also include these elements. When the State sentences someone for a driving offense, we hope that they will also include a course on better driving and a stronger feeling of responsibility. As a result, these components must also be included in the sentence in this case. We hope that the State will include a course on improved driving and a greater sense of responsibility when it convicts someone for a traffic infraction. Very recently, the Supreme Court upheld the sentence of imprisonment awarded to the driver of a bus convicted for offences under sections 279 and 304A, IPC, following the above dicta<sup>[13]</sup>.

## 2. Motor Vehicle Act 1988

The Motor Vehicles Act, 1988 was approved by the Indian Parliament and is a legislation that governs traffic on the roads. It took effect on July 1, 1989, and it is applicable to all of India, but infractions of traffic restrictions, accidents, and failures in enforcement remain a glaring reality. India has had similar legislation in place since 1914, yet the danger of driving persists, and victims question if the rules are adequate to stop it. There are several significant rulings that address concerns about the subject of road safety, some of which are described below. Road accidents, traffic congestion, road rage, underage driving, and drunk driving are some of the major problems that make it crucial to consider the present circumstances. Driving responsibly is a legal, social, and moral obligation, yet it's rarely practiced. Failure to perform this obligation might result in severe pain and suffering for the victim and his family members for the rest of their lives, as well as legal action against the negligent driver, the owner of the car, the insurance, and others. The essay focuses on legal circumstances and the development of the relevant precedents<sup>[14]</sup>.

According to the Motor Vehicles Act, 1988, it is a requirement for every vehicle in India to have a current insurance policy in order to operate on the road. Any vehicle utilized for domestic, recreational, or business purposes as well as for personal usage should be insured. Insurance is a contract wherein one party, the insurer, agrees to pay the other, the insured or assured, a quantity of money in the event of the occurrence of one or more specified uncertain events in exchange for a consideration, the premium. Life and fire insurance were established later. Insurance first emerged in the fourteenth century as a way to distribute the

enormous risks associated with early maritime operations. Life and other personal insurance, marine insurance, accident or property insurance, and liability insurance are the basic types of insurance. Liability insurance pays out when a person is found legally liable for someone else's injuries or death as a result of their carelessness.

The Motor Vehicles Act's Section 140 addresses no-fault responsibility. The legal concept of "no fault responsibility"<sup>[15]</sup> states that the owner of the vehicle is still responsible for making restitution even if the accident was not their fault and was caused by the usage of a motor vehicle or vehicles and resulted in either death or some other kind of injury. The owners of the vehicle are responsible for providing compensation for any death or permanent disability that results from an accident caused by the operation of a motor vehicle in accordance with the guidelines in this section.

### **Third Party Insurance**<sup>[16]</sup>

A legislative requirement under the Motor Vehicles Act is third-party liability coverage, generally known as motor third-party insurance or "act only" coverage. Because a third party, as opposed to the insured and the insurance company, is the intended beneficiary of the policy, it is known as a third-party cover. The insurance does not offer the insured any benefits, but it does provide coverage for the insured's legal obligation for third party loss or property damage due to third party death or incapacity.

### **Relevant provisions of Motor Vehicle Act, 1988**

Every car owner must get obligatory third party insurance, which is outlined in Chapter 11 (Sections 145 to 164). According to Section 146(1), it is prohibited to operate or permit the operation of a motor vehicle in a public area without an insurance coverage that complies with this chapter's requirements is in effect. A violation of section 146's rules are a crime that carries a maximum three-month jail sentence, a maximum \$1,000 fine, or a combination of the two (section 196)<sup>[17]</sup>.

### **Legal protection offered by insurance companies to third parties**

The Insurance Company may not escape liability other than on the reasons set out in Section 149, and not on any other basis (2). In a recent case involving the requirements of the Motor Vehicle Act, the Supreme Court found that, even though the insurance company has pled and shown a defense, they are still liable for paying the third party but may be able to collect that money from the owner insured. One court after another has ruled that the insurance company is responsible for demonstrating the existence of a defense, and that company must not only present evidence of a policy condition breach or a violation of Section 149(2), but also demonstrate that the owner knew or had knowledge of the act in question. Even if a defense is provided, the Insurance Company will still be held accountable if knowledge or complicity cannot be proven<sup>[18]</sup>.

### **3. Motor vehicles (Amendment) Act, 2019**<sup>[19]</sup>

This constitution was created by Indians, and it is both rigorous and flexible. The amending process outlined in Article 368 is the most glaring example of our constitution's adaptability. This makes it easier for the rules to be effective when the world around them changes. By replacing the outdated Act of 1988, the Motor Vehicles (Amendment) Act

of 2019 was a significant step towards realizing this spirit of the constitution. The previous Act is changed significantly by this modification. This essay aims to provide the reader a deeper understanding of the key changes, advantages, and drawbacks of the most recent update to the original Act. On September 1st, 2019, the Motor Vehicles (Amendment) Act, 2019, went into force. It tightened regulations for offenders and created a more severe punishment for them. For individuals who often flout traffic laws, this modification has made things more challenging. Examples of the changes that have been made include the addition of provisions for up to six months in prison for accidents caused by reckless drivers as well as a one-month maximum sentence for driving violations.

### **Silent feature of the Amendment**

The following are the key components of the Motor Vehicles (Amendment) Act, 2019 are: -

#### **Road Safety**

This Act has increased penalties for traffic violations and other illegal activities like juvenile driving, drunken driving, driving without a license, dangerous driving, over-speeding, overloading, etc. These penalties will be increased by 10% every year on 1<sup>st</sup> April, as notified by the Union government.

#### **Road and environment health**

The cars must be returned to the original makers if they are unfit to be driven on public roads because they endanger other people's health by destroying the environment. Through this change, the manufacturers are required to accept these cars back and have the option of paying for a replacement or exchanging the defective vehicle for one of a comparable make.

#### **Fitness of vehicles**

The automated testing of cars to determine their suitability is required under this amendment. Through the removal of unsafe automobiles off the road, this would increase road safety. There are explicit provisions in this amendment for anyone who willfully break environmental and safety laws.

#### **Compensation for victims of road accident**

During the prime time, arrangements have been established for the care of accident victims without the use of cash. Golden hour is the window of time starting up to an hour after the accident. If appropriate therapy is provided at this time, the odds of survival are at their highest. This Act also makes an attempt to eliminate cash from the transaction altogether.

#### **Compulsory Insurance**

This Act mandates the creation of a Motor Vehicle Accident Fund that will offer mandatory insurance to all drivers in India.

#### **Training of drivers**

The driving training procedure is strengthened by this amendment. This would speed up the granting of licenses. This amendment was made in response to the nation's lack of commercial drivers. It encourages the creation of new driving schools to guarantee the development of better commercial drivers in India.

### Online driving licenses

This Act requires an online identity verification in order to issue learner's licenses online. As a result, efficiency would increase and the issuing of false licenses would be significantly reduced. This Act not only improves transparency but also extends the validity of business licenses from three to five years. In order to produce better drivers for the roads, there are now driving schools. The minimum award for hit-and-run incidents and situations when a severe injury is inflicted has also been raised <sup>[20]</sup>.

### National road safety board

will be established to advise the Centre and the States to provide advice on all aspects of road safety and traffic management. It consists of representation from the state governments.

### Good Samaritan

The Act defines a Good Samaritan as the one who renders emergency medical and non-medical assistance to the victim at the scene of the accident. The assistance must have been: in good faith, voluntary and without expectation of any reward. Such a person will not be liable to any civil or criminal action for any injury or death of the accident victim that is caused due to negligence while assisting the victim.

### Cashless treatment

This Act provides for a scheme that delivers cashless treatment of road accident victims during the golden hour. It is a period of up to 1 hour following the traumatic injury due to the road accident. This is the period when the likelihood of preventing death through prompt medical care is high.

### 3<sup>rd</sup> party insurance

This Act includes driver's attendant in the 3<sup>rd</sup> party insurance. There will be no cap on liability insurers. There will be a 10-time increase in insurance compensation. Also, the claim process has been simplified. Insurance firms have to pay claims within a month if the victim's family agrees to it. It also increased the minimum compensation for the hit and run cases from Rs. 25,000 to 2 lakhs in case of death and from Rs. 12,500 to Rs. 50,000 in case of grievous injury.

### Motor Vehicle Accident Fund

This Act requires the Central government to constitute a Motor Vehicle Accident Fund to provide a compulsory insurance cover to all road users in India. It will be used for:

1. Treatment of persons injured in a road accident as per the golden hour scheme.
2. Compensation to the representatives of a person who died in a hit and run accident
3. To compensate a person who was grievously injured in a hit and run accident
4. To compensate for any individual as prescribed by the Union government

### Improving services using e-Governance is one of the major focuses of this Act. This includes

#### 1. Providing online driving licenses

This Act provides online learners license with mandatory online identity verification. Driving test will be computerized to avoid fake Driving Licenses. This also ensures transparency in the RTO offices.

### 2. Vehicle Registration

To improve the registration process of the new vehicles, registration at the end of the dealer is being enabled and restrictions are imposed on temporary registration. However, it is said that the state transport departments can inspect the vehicles at the dealer end. To bring in the harmony of registration and licensing process, it is proposed to create National Register for Driving License and National Register for Vehicle registration through VAHAN (ICT-based solution for vehicle registration) and SARATHI platforms (licensing).

#### ▪ National Transportation Policy

ensures the development of an integrated transport system. It will enhance the powers of the state governments to provide last-mile connectivity, rural transportation etc. The Motor Vehicles (Amendment) Act of 2019 <sup>[21]</sup>, seeks to bring about changes in the Motor Vehicles Act of 1988. This is in lieu of solving some major issues of road safety, third party insurance, etc. Guidelines for cabs have also been issued, which would later be finalized. The digitalization of some related services like issuance of licenses, change in address, issuance of receipts to ensure better efficiency has been done. The state governments are to constantly monitor state highways, national highways, and urban roads through electronic mode. Some major amendments are also done in the compensation schemes and insurance provisions. All these have benefited the drivers of India, although some have raised their concerns over the curbing of state autonomy.

### Issues

There have been several questions made about the different sections of this Act; the most significant ones are noted here:

- Another fund established by this Act for the same purpose appears pointless and inappropriate given that there is already a fund for hit-and-run cases.
- This Act is admirable in letter and spirit, but it would be exceedingly challenging to apply uniformly across India.
- It has also been shown that electronic surveillance is crucial for guaranteeing that violators of traffic laws receive justice. Consider installing CCTV cameras and other relevant technology. Naturally, this would need large investments, and the Act is unclear in this regard.
- Many states have complained about how their autonomy has been reduced at the request of the federal government.
- It has also been mentioned that this amendment offers victims' assistance. It is unclear, though, exactly precise offenses would result in such punishment. This might render all efforts to provide relief ineffective.
- Additionally, there aren't enough automakers to successfully integrate safety systems.

### Benefits

The following are the primary advantages of the amending Acts

- The main selling point of this amendment is e-government. As a result, it is no longer essential to meet certain educational requirements in order to get a transport license. This extends the validity of the driver's license and offers online learning for licenses.

- The increase in compensation for victims and their families as well as better and faster insurance facilities are the main advantages of this amendment for the average person.
- The usage of the "Sarathi" and "Vahan" platforms has been created in order to improve the registration of automobiles by making it more convenient. Vehicle registration is now possible at the end of the dealer thanks to provisions contained in the law. Also prohibited are temporary registrations.

Changes to the Motor Vehicles Act of 1988 are sought by the Motor Vehicles (Amendment) Act of 2019. This is in lieu of addressing certain pressing concerns with third-party insurance, road safety, etc. Additionally, guidelines for taxis have been released; these will eventually be finalized. To provide greater efficiency, various connected services, including the issue of licenses, address changes, and receipt issuance, have been digitalized. State governments are required to electronically continuously monitor state roadways, federal highways, and city streets. The insurance coverage and compensation plans have also undergone some significant changes. All of these have helped Indian drivers, however some have expressed worry about the reduction of state authority. Also, it has been noted that this amendment provides for relief to victims. However, it is unclear as to which specific offences would lead to that penalty. This may make the whole attempt of providing relief futile.

### The existing Schemes

The Indian government has been working hard to offer trauma care to its people. However, the number of "Road Accidents" has continuously climbed throughout the same time span. Therefore, it is important to assess and enhance current programs before suggesting new ones.

#### 1. Cashless treatment for road accident victim

A trial program for treating victims of traffic accidents without payment was started by the ministry of Road Transport and Highways. The project's goal is to save the lives of accident victims by giving them timely and adequate medical attention during the "Golden Hour," therefore lowering the number of fatalities and injuries brought on by traffic accidents. The proposal calls for the transportation of accident victims to and from hospitals, as needed, for the first 48 hours or Rs. 30,000, whichever comes first, in order to receive treatment at a public or private hospital. On some portions, a 24-hour call center with the toll-free number 1033 has been opened to take complaints of accidents, dispatch the closest ambulance, and notify the local police, hospital, and road safety volunteers. A plan will be in place to send GPS-equipped ambulances every 25 miles to quickly transport accident patients to the closest hospital. Cashless care for the first 48 hours following admission to a private hospital that has been authorized hours up to a maximum of Rs. 30,000 will be given. For the NH-8 Vadodara-Mumbai and NH-33 Ranchi-Rargaon-Mahulia (Jamshedpur) stretches, respective MoUs were signed with IFFCO Tokyo General Insurance Company Ltd. and ICICI Lombard General Insurance Company Ltd.

#### 2. National Highway Trauma Care Project (NHTCP)

This project is ambitious in scope and reach since it aims to provide trauma care across the whole Golden Quadrilateral and North-South-East-West corridors. It aims to improve

hospital infrastructure along motorways, from basic trauma treatment through in order to give care while in transit and admit patients to hospitals within the "golden hour," advanced tertiary care is networked with pre-hospital care ambulances. This program calls for the MoHFW to renovate 160 more healthcare facilities throughout the course of the 12th Five Year Plan in addition to the 113 institutions it is already improving under the 11th Five Year Plan. The Ministry of Road Transport & Highways (MoRTH) is supplying Advanced Life Support Ambulances to each of the Trauma Care Facilities for Inter-Facility Transfer to complement the same. A total of 70 ambulances have already been provided, and a further 70 will be provided this year. The Ministry has partnered with a group of physicians from AIIMS to help them complete the requirements for the said Ambulances and their design prototype<sup>[22]</sup>.

The project's goal is to save the lives of accident victims by giving them timely and adequate medical attention during the "Golden Hour," therefore lowering the number of fatalities and injuries brought on by traffic accidents. The proposal calls for the transportation of accident victims to and from hospitals, as needed, for the first eight hours or Rs. 30,000, whichever comes first, in order to receive treatment at a public or private hospital. On some portions, a 24-hour call center with the toll-free number 1033 has been opened to take complaints of accidents, dispatch the closest ambulance, and notify the local police, hospital, and road safety volunteers<sup>[23]</sup>.

#### 3. National highways accident relief services scheme (NHARSS)

The government has established the National Highways Accident Relief Services Scheme as part of the 11th Five Year Plan, which comprises supplying cranes and ambulances to States, UTs, and NGOs for relief and rescue efforts following accidents by way of transporting victims of traffic accidents to the closest medical facility and cleaning up the accident scene.

So far, 347 The program has approved 106 small/medium size cranes and ten ton cranes. Under the program, 579 ambulances have been approved for States, UTs, and NGOs. 30 cranes and 30 ambulances were used in 2011–2012 and the provision of 20 small/medium sized cranes is contemplated<sup>[24]</sup>.

#### 4. Scheme for setting up of driving training centers (DTC)

Around one lakh fifty thousand people are killed in vehicle accidents that occur frequently on Indian roadways each year. The causal analysis of several research on traffic accidents conducted in the past reveals that the majority of traffic accidents are the fault of the motorist. According to the 2015 data, drivers were at fault for 78% of all traffic incidents. Although the C.M.V. Laws include sufficient requirements requiring drivers to have decent driving skills and understanding of the road rules, there has been a lack of stringent enforcement of the same when issuing driving permits. Additionally, following the law and driving safely are concerns of habit and culture. It has been noted that there is a pressing need to provide both theoretical and practical driving instruction extremely useful for both experienced and aspiring drivers. The need for establishing guidelines, overseeing driving instruction, and issuing driving licenses based on an impartial scientific method of competence assessment has also been recognized.

### 5. Pollution and road safety equipment scheme

For the enforcement and execution of numerous laws and regulations pertaining to road safety, states and union territories are given equipment for road safety, such as inspectors. A system of sustainable transportation must provide both mobility and all urban residents may access a means of transportation that is environmentally friendly and safe.

### 6. PM national skill development scheme for drivers training

Every detail in this Expression of Interest (EoI), as later disclosed or clarified, is done so in good faith. This is not a contract, nor is it an offer or invitation to enter into a contract with anybody of any type. Each applicant should carry out their own research and analysis and verify the veracity, correctness, and comprehensiveness of the material in this EoI in regards to any requested extra information, applicants should conduct their own independent research. Without incurring any duty or obligation for such requests for EOI and without citing any justification, NSDC retains the right to withdraw this request for EoI and/or reissue it with or without revisions at this point, the information is only suggestive [25].

### 7. Make in India scheme for road

Highway investments of USD 8.21 billion are scheduled for 2016–17. Additionally, NHAI has been given permission to produce USD 8.85 billion in internal and extra budgetary resources (IEBR) between 2016 and 2017. The NHAI will increase its funding, via 54 C Bonds, Tax Free Bonds, and other securities authorized by the Ministry of Finance under the IEBR.

2. Budgetary support of USD 22.6 billion for the development of the central road sector from 2012 to 2017.

3. The nation's 5.23 million km of roads and highways.

4. National Highways total 1.01 million kilometers.

5. The following organizations are among MoRTH's implementation partners:

- State/UTs PWD; National Highways Authority of India (NHAI); (Public Works Department).
- Corporation for the Development of National Highways and Infrastructure, Limited (NHIDCL).
- Organization for Border Roads (BRO).

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