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**NMIMS**<sup>®</sup>  
Deemed to be UNIVERSITY

School of Law  
Bengaluru

**LEGAL HACKATHON -  
NATIONAL POLICY DRAFTING  
COMPETITION, 2023**

**2<sup>ND</sup> – 4<sup>TH</sup> FEBRUARY 2024**

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## I. PROBLEM

### **Title: Autonomous Vehicle Governance and liability Framework**

*Problem statement: The rapid development and deployment of self-driving cars (autonomous vehicles) present a complex policy challenge at the intersection of technology, safety, and liability. This policy problem revolves around creating a comprehensive and cohesive framework that addresses liability issues while also reconciling differences in state regulations to ensure the safe and responsible integration of self-driving cars into the transportation ecosystem.*

Chuckleberry stands as the world's largest democratic nation, boasting the highest population in the world. This remarkable country primarily comprises of individuals aged between 20 and 40 years, giving it the distinction of having one of the youngest populations. Chuckleberry's cultural richness lies in its ability to seamlessly weave together diverse cultural traditions. Chuckleberry is a federal nation with 32 states with each state having power to make laws. The whole structure of the nation is based on its Constitution, which lists the powers and responsibilities of the federal government and the state government to regulate its citizens., “Transportation” comes under the state list and each state has their own Motor Vehicle Act regulating the transportation industry.

One standout company contributing to Chuckleberry's technological advancement is Tavas&Co, a leading tech startup in the state of “Jokington”. The CEO of Tavas&Co. introduced the first self-driving car, targeting middle-class families, providing them with an affordable option. The response was overwhelming, with 2.5 million car reservations and 1 million cars sold within a month of the launch. This numbers created a sense of shock amongst the private transportation network companies, who viewed this as a threat to their jobs. The Motor Vehicle Act of the state of “Jokington” was amended in January of 2023 by allowing the usage of self driving cars on roads and imposing liability on the drivers/users of the cars and not on the manufacturers, in cases of accidents involving a self-driving car.

However, a troubling incident occurred when Ms. Nala, while driving her self-driving in car,

in a relaxed state of mind, collided with a calf while relying on the car's automation in a village in the neighbouring state of “Laughton”. This incident, captured by a village teenager and subsequently shared on social media, triggered outrage among local villagers. Another incident occurred in the heart of the state of “Giggleburg” where a self-driving car registered in the state of “Jokington” drew attention to the car's inability to interpret conditions of the road. The car was unable to read a rusted signal board and the pitiable road conditions, leading to a collision of the car with an aged lady trying to cross the road, leaving her severely injured. The state of “Giggleburg” also amended its Motor Vehicle Act allowing self-driving cars on road but shifted the liability on the manufacturer and not on the user of the car.

In response to these incidents, Union Transport Minister Mr. Shenzai made a statement expressing his reservations about self-driving cars, vowing not to allow them on the roads while he held his position. The minister based his statements on reports released by a renowned research institute in Chuckleberry, which stated that 68% of the citizens had reservations about automated vehicles. 79% opined that such cars were always prone to malfunction. This highlights the lack of trust the public has on autonomous cars, which is a quintessential element to be considered.

This statement by Mr. Shenzai ignited extensive debates in the media and amongst think tanks in the nation. Since states in Chuckleberry had different conflicting state laws, there was an urgent need to form a federal comprehensive policy to regulate the usage of self-driving cars. These debates amongst stakeholders also relied on the statement made by Mr. Shenzai about the public awareness and acceptability of such cars. There were many differential statements made by think tanks expressing their concern regarding liability, in cases of accidents involving a self-driving car. “Empower Consumer Alliance” a think tank working for the well-being of consumers were of the view that Section 2(34) of the Consumer Protection Act 2019 shall be attracted if there are any default in the software or fault on the part of the manufacturer leading to any mishap or accident on roads. Whereas “Corporate Prosperity Initiative” have made a statement that AI is neither a product nor a service hence product liability under the Consumer Protection Act cannot be attracted. “Roadsafe Support Foundation” expressed concern that there are heterogenous elements (such as tongas, bullock carts, cattle, jaywalkers etc.) on the roads of Chuckleberry. This contrasts with the way in which roads in western countries are used. They believed the datasets used by the AI in self-driving cars in Chuckleberry were created based on road conditions and behaviour of drivers in western

countries. They were also of the view that there were insufficient number of data sets on the traffic conditions in Chuckleberry to train the AI systems in the self-driving cars. They suggested having a Blackbox mechanism to distinguish the responsibility between the driver and the manufacturer as seen under the Gooseberry Road Traffic Act in the nation of Gooseberry and to do away with the state specific Motor Vehicle Act and to have a national legislation. These diverge views bringing out the aspect of liability concerned the public, who in response, withdrew their car bookings. This hints at the economic loss that Tavas&co may face.

Amidst the subtle conflicts between the think tanks regarding the regulation of self-driving cars, Chuckleberry Institute Technology, a renowned University, submitted a statement to the government of Chuckleberry that there needed to be a “coders-regulation”- a first step to regulate AI mechanisms. They suggested that this coders regulation should aim at the strict liability of the coders, programmers, data analysts to ensure that they are cautious while building any AI software.

Ultimately the “Nyaya Ayog” the research wing of the Chuckleberry government made a statement underlining the need to formulate a road policy considering the poor infrastructure and the heterogenous nature of Chuckleberry roads. Nyaya Ayog also underscored the importance of establishing “Rules of the Road Policies” that considered legislative, infrastructure, economic, civic responsibility, and the necessary technology to safely integrate self-driving cars in Chuckleberry.

*Solving this policy problem requires a multi-faceted approach that balances safety, innovation, economic and consistency across state and federal levels, ensuring that self-driving cars can be responsibly integrated into our transportation systems. It involves collaboration between governmental bodies, industry stakeholders, and public engagement to address these complex and interrelated issues.*

*All laws are pari materia to the laws of India.*

## II. AIM AND PURPOSE

The competition's primary objective is to provide students with education pertaining to the ever-evolving legal environment within the Technology, Media, and Telecommunications (TMT) sector. This educational endeavor encompasses an extensive exploration of subjects including Artificial Intelligence, cyber security, Intellectual Property Rights, and the most recent technological advancements. Through the utilization of a hackathon structure, participants will acquire hands-on experience, leading to the development of a pragmatic comprehension of the legal issues inherent to the TMT industry, thereby augmenting their academic knowledge.

## III. DEFINITIONS

- **Rounds**

"Rounds" shall encompass both the preliminary and final rounds.

- **Competition**

"Competition" shall mean the Legal Hackathon – National Policy Drafting Competition.

- **Judge**

A "Judge" is defined as any individual officially designated and authorized to assess and evaluate the performance of participants who are competing in the competition.

- **Penalties**

"Penalties" shall refer to the points deducted as a consequence of a team's violation of the Rules outlined in this document. The organizing committee holds the exclusive authority to disqualify any team in the event of a severe violation of these Rules. The final decision shall be made by the judge and organizing committee in any case of violation.

- **Disqualification**

Any violation of the competition's rules, terms, or regulations shall result in the disqualification of the offending team. Disqualification shall render the team to be debarred from the competition.

- **Rules**

Any reference to “Rule” in the context of these Competition Rules shall encompass the official Competition Rules and any supplementary documents relevant to these Rules that have been officially published by the Organizing Committee. All participants shall adhere to these rules.

- **Organizing Committee**

The “Organizing Committee” refers to the Centre of Excellence in Law and Technology, School of Law, Narsee Monjee Institute of Management Studies, Bengaluru, and is responsible for planning, coordinating, and executing activities and initiatives related to the center’s objectives and mission. The organizing committee reserves all rights to disqualify/impose penalties on any team.

- **Scouting**

"Scouting" is defined as the practice of observing a round or event in which the team's members or any individuals associated with the team are not actively participating in a competitive capacity. Any team or participant involved in scouting shall be penalized or disqualified as per the decision of the organizing committee.

- **Team code**

“Team Code” refers to the distinctive numerical identifier assigned to each participating team exclusively for the duration of this Competition.

- **Clarification**

“Clarification” refers to the official clarifications or corrections to the Problem posted by the organizing committee. All clarifications shall be made by the organizing committee.

- **Team**

“Team” refers to a group of individuals participating in the competition from the same institution registering through their university or, under specific circumstances, independently. Each team shall consist of a minimum of two members and a maximum of four members. No changes can be made to the team composition once they have registered.



#### IV. **VENUE**

Online Event – Preliminary round shall be conducted online and the submissions shall be made in PDF format.

Offline Event – The final round shall be conducted at the School of Law, Narsee Monjee Institute of Management Studies, Kalkere Post, Anekal Taluk, Bannerghatta Road, Bangalore– 560083, Karnataka, India. Offline events shall take place on the 3<sup>rd</sup> & 4<sup>th</sup> February 2024 during the ‘SOLARIS’ Law Fest.

#### V. **ELIGIBILITY CRITERIA**

The competition is open to students currently enrolled in a bachelor's in law program which includes both three-year and five-year courses or LLM, in the current academic session.

#### VI. **LANGUAGE**

This rule dictates that the entire competition, including all its aspects such as communication, instructions, submissions, and interactions, must be carried out using the English language exclusively. This means that all participants and any involved parties must use English for all written and spoken communication.

## VII. REGISTRATION

- Online registrations are open from **December 06, 2023**. Registration for the event begins on the specified date. Participants can access the online registration form from this date onward.
- The teams must register online by **25th December 2023**. All participating teams are required to complete their registration using the online platform on or before the specified date. Registrations after this date will not be accepted.
- Teams will have to register online via the registration link provided. To register for the event, teams must use the online link provided. No other registration methods are permitted. Upon registration, teams will be intimidated by the further process of registration and payment methods.
- No temporary registration requests will be entertained. The event organizers will not consider or accept any temporary registration requests. All registrations must be completed in accordance with the specified process and deadlines.
- Upon successfully submitting their registration through the online platform, participants will receive an acknowledgement. This acknowledgement is a confirmation that their registration has been received by the organizers.
- Participants will be notified of the acceptance or approval of their registration request.

This notification will be sent no later than **26<sup>th</sup> December 2023**. However, participants may receive their approval notice earlier than this date.

- Payment method shall be online mode via the registration link provided. The registration amount for each team is **Rs. 1,500**, only upon the payment of the registration fee, their registration shall be complete. Payment shall not be made later than **25<sup>th</sup> December 2023**.

## VIII. STRUCTURE OF THE EVENT

The competition comprises two distinct rounds: the Preliminary Round and the Final Round. These two stages are instrumental in evaluating the participants' skills and innovative thinking. The marking criteria and penalties associated with these rounds are detailed below:

### 1. PRELIMINARY ROUND

Preliminary Rounds shall be defined as the initial rounds, it will be conducted **online** as a paper submission round. Herein, the Policy Drafting Problem will be posted online and participants are expected to submit their papers in **PDF format** and **Word format** before **31<sup>st</sup> December 2023**. The primary objective of preliminary rounds is to select the top 10 teams eligible to advance to the Offline Final Rounds.

SL No.	MARKING CRITERIA	MARKS
1	Content Relevance	20 – 30
2	Research and Data	10 – 20
3	Clarity and Structure	10 – 15
4	Originality and Innovation	10 – 15
5	Writing and Presentation	5 – 10
6	References and Citations	0 – 5
7	Adherence to Guidelines	0 – 5
	<b>TOTAL</b>	<b>100</b>

SL No.	PENALTIES	DEDUCTION
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1	Non-compliance with Formatting Guidelines	5 - 10
2	Exceeding Word Limit	5 – 10
3	Plagiarism	20 - 30
4	Incomplete Paper	100

## 2. FINAL ROUND

The final round shall be conducted **offline** and the top 10 teams from the preliminary round will proceed to the final round. The final round is a policy presentation round wherein the participants are expected to defend their policy. These rounds shall be conducted on the **3<sup>rd</sup> and 4<sup>th</sup> of February 2023**.

SL No.	MARKING CRITERIA	MARKS
1	Content Relevance and Depth	20 – 25
2	Clarity and Organization	10 – 15
3	Visual Aids and Engagement	10 – 15
4	Originality and Innovation	10 – 15
5	Response to Questions	5 – 10
6	Professionalism and Delivery	5 – 10
7	Teamwork	0 – 5
8	Adherence to Time Limit	0 – 5
	<b>TOTAL</b>	<b>100</b>

SL No.	PENALTIES	DEDUCTION
1	Non-Adherence to Guidelines	5 – 10
2	Lack of Audience Engagement	5 – 10

3	Unprofessional Conduct	10 – 15
4	Disruption	10 – 15
5	Plagiarism	20 – 30
6	Incomplete Paper Presentation	100

## IX. SUBMISSION GUIDELINES

### A) STRUCTURE:

The draft policy submitted must contain the following:

- **Policy Title:** A short and simple title apt with the body of the submission.
- **An Abstract:** A summary of the Policy.
- **Statement of Problem:** A concise statement of the problem dealt with in the policy.
- **Definitions:** Defining uncommon or complex terms used in the policy.
- **Policy Statement:** A detailed policy statement that may answer the following questions:

1. Who is the primary audience required to follow the policy?
2. What are the major conditions and restrictions?
3. What are the details on the Applicability and Inapplicability of the policy?
4. What are the special situations or exclusions, if any, where the policy shall not apply?

- **Implementation Procedure:** Reference to detailed procedures that are recommended in order to carry out the intent of the policy. It is advised to list the procedures in the order in which they are to be carried out. If there is no particular order, procedures should be listed alphabetically.

- **Concluding Remarks:** A brief concluding observation outlining the future roadmap.

### B) FORMATTING

- The language of the submission should be in English.

- The font of the submission must be Times New Roman with a size 12 for the main body (size 10 in the case of footnotes).
- Line Spacing should be 1.5 for the main body (1 for footnotes).
- The citation format should be uniform throughout the Policy Submission.
- The word limit of Policy Submission should be between 2000-3000 words, exclusive of footnotes.
- The similarity is allowed up to a maximum of 10%.
- File Format must be only in .doc/.docx format and PDF format.
- The file should not contain any details of the Participants. These details shall be mentioned in the Email while submitting the policy.

## X. GENERAL GUIDELINES

- No changes in the names and composition of a registered team shall be permitted after the receipt of the Registration Form, except at the sole discretion of the Administrators.
- Each institution is allowed a maximum of **one** team.
- The host university will provide a unique team code to each registered team after they submit proof of their final registration and payment.
- Participants are strongly advised to ensure that there are no spelling errors or inaccuracies in the information provided when registering for the competition. Accurate and complete information is essential for the issuance of participation certificates.
- In the event a team drops out of the offline rounds of the competition or is disqualified, the team next in line, as per ranking in the preliminary rounds, will be offered the opportunity to participate in the offline rounds with short notice.
- **RULE-MAKING POWER** - The Organizing Committee is entitled to draft the Competition Rules and change them, including the Competition format, with prior intimation to cater to any and every contingency that may arise before or during the progression of the Competition.
- If a participant feels that there has been a breach of this Code, they may raise the matter

with any member of the Organizing Committee. All complaints raised are confidential, and the complainant will determine whether or not they wish for a complaint to be investigated further.

## **XI. CONDUCT**

- Participants will be asked to verify their identity while entering the campus. It is advised that participants keep their college ID cards readily available for this purpose. Participants will be required to cross-check and confirm the accuracy of the personal details they have previously submitted and also are requested to carry their Aadhar card as a precaution.
- Participants are expected to behave and maintain the decorum on campus and in case of any grievances shall contact the organizing committee.



## XII. ADDITIONAL INFORMATION

- Additional guidelines, program agenda, and any specific requirements will be communicated to participants before the program date.
- Participants are encouraged to be punctual and actively engage in the program to make it a valuable experience for all.
- All official communication should be directed to the organizing committee through the following means:

Email: [coe.sol.blr@nmims.edu.in](mailto:coe.sol.blr@nmims.edu.in) / [solaris.solblr@nmims.in](mailto:solaris.solblr@nmims.in)

Student Convenor: Ms. Anushka Baliarsingh

Phone Number: 9167426124

Deputy Convenor: Mr. Karen Munoth

Phone Number: 7639754545