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2017-18 to 2019-20

(14th Financial Circle)

Guidelines

Institutes of Driving Training and Research (IDTR)
Regional Driver Training Centre (s) - (RDTCs)



सत्यमेव जयते

Ministry of Road Transport & Highways
Government of India

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7. Details of a Standard IDTR are given at Annexure-I (A).

III. SCHEME FOR TIER-II (RDTCs)

1. General Guidelines

- (i) The RDTCs will set up and operated through partnership between state government and private developer. The proposal should invariably contain details of complete financial support inclusive of land cost (if any) through private party.
- (ii) Land for the RDTCs may be procured or leased for minimum 33 years by the private partner/state government and should have a clear title.
- (iii) The proposal should invariably contain a project appraisal report/feasibility report by an independent reputed agency and comments of State Government, if any.
- (iv) The proposal should contain a categorical recommendation of the State Government.
- (v) The project should be completed within the period approved by the Government of India.
- (vi) The grant of the Central Government shall be one time grant for the capital component of the proposal and the estimates on this account should be based on latest approved CPWD or State PWD Schedule of Rates. However, actual procurement should be made by following tender procedure to obtain most competitive price and quality products. The capital component of the proposal may include modern equipments such as innovative driving-test system (IDTS) using Radio Frequency Identification (RFID) tags or video recording, simulators, computers and other modern aids.
- (vii) The proposal should also envisage self-sufficiency in meeting the recurring expenditure as this shall not be provided by the Central/State Government.
- (viii) The institute will be administered by a society comprising of representatives of state government and the private promoter.

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- (ix) The staff employed at the IDTR shall mandatorily have to undergo training for trainers and will be evaluated for suitability at one of the existing IDTRs designated by the Ministry.
 - (x) The fee structure for the training courses will be decided by the Society administering the institute with the approval of state government.
 - (xi) The RDTCs shall submit half yearly performance report.
 - (xii) It shall be obligatory on the part of the RDTCs to implement the schemes run by Central Government on drivers training on the terms and conditions set out by the Central Government.
 - (xiii) More than one proposal for RDTC may be considered across State (excluding the district in the State where IDTR is proposed or developed).
 - (xiv) The Central Government shall give preference to those States/UTs, which make provisions in the motor vehicle rules to mandate driving training for certain categories of drivers, for renewal of heavy motor vehicle driving licence and vest the institutes with certain functions like testing of aspirants for issue of driving licence.
 - (xv) The State Government will make efforts to implement the scheme in respect of RDTCs in the rest of the state on its own, with the support of private partners within 3 years of implementation of pilot scheme.

2. Who Can Send the Proposal

Any agencies such as NGO/Automobile Associations/Vehicle Manufacturers' Association/Autonomous Body/Private Vehicle Manufacturers, ITI, authorized and recommended by the State Governments, in collaboration with the State and Central Government. The Central Government will give the preference to those agencies who submit the proposal for setting up of RDTC for women only. In such centres, training will be imparted by lady instructors and trainee will be women only.

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4. FINANCIAL IMPLICATIONS

The setting up of tier-II RDTC(s) is envisaged with financial support through private party. The Central Government will provide the financial support subject to the maximum of Rs. 5 Crore per centre for the pilot phase thereafter the state has to implement the scheme its own post evaluation of the pilot project. The land will be provided by the State Government. However the land could also be provided by the private party but the cost of the land will not be added towards project cost. Any additional requirement of fund will be met either by the State Government or Private Party. However, to make the proposed RDTC self sustainable, the Central Government shall make necessary amendments in CMVR to mandate the grant of new licenses from LMV to HMT, renewal of HMT licenses and refresher training only on certification from the RDTCs of the respective region (if RDTC exist).

Funds shall be released as per the progress report, UC and recommendation of CIRT, engaged for appraising the progress and recommendation for next installment based on the following milestones:-

- i) Mobilization advance: 10% of the project cost
- ii) Land development and construction of the compound wall: 10%
- iii) Construction of Training Centre, test track and other amenities:
 - After 25% construction: 20% of the project cost
 - After 50% construction: 20% of the project cost
 - After 75% construction: 20% of the project cost
 - After 100% construction: 10% of the project cost
 - After recommendation of the closure of the project: 10% of the project cost.

5. RECURRING EXPENDITURE

The total recurring expenditure shall be borne by the RDTCs from the resources it would generate by way of fees or other allied activities.

7.2 State Government

- Ensure execution of the RDTC projects by following the norms in the stipulated time periods.
- Ensure effective utilization of the infrastructure being set up in the RDTC through legislative provisions.
- Necessary amendments will be incorporated in CMVR to make project commercially viable by ensuring minimum guaranteed number of people get trained and certified through the centre
- Government should make it mandatory into Motor Vehicle Act through Government Notification / Government Regulation to issue all the new licenses and renewal only through the IDTR and RDTC and also ask all PSU's and Government organization to recruit drivers and train them through the system
- Inspection of RDTC on regular intervals.
- Identify and allot requisite land of minimum of 3 acres for setting up the institute
- All educational institutions should participate for regular programs on road safety conducted by the institute

7.3 Private Partner

- Play the lead role in the establishment and management of the RDTC.
- Sponsor the vehicles, training aggregates and teaching aids in the RDTC.
- Assist the Government through it requisite experience in relation to various processes related to setting up and managing operations of training and training centres professionally, motor driving training, imparting technical assistance and skills in the said profession for maintenance of vehicles.
- Provide support in the form of designing course content, curriculum, technical assistance, guidance, vehicles required for training, know-how and services, training aggregates, training materials including vehicles manuals and teaching aids for driver training.
- Provide employment opportunities to the deserving qualified and trained drivers at the RDTC through their business processes.
- Impart free training to the instructors of the RDTC on a regular basis regarding the latest vehicle technologies.
- To bring in professionalism in the area of driver training.

Annexure- II

DETAILS OF A STANDARD REGIONAL DRIVER TRAINING CENTRES (RDTCs)**1.0. INTRODUCTION**

RDTCs are aimed to cater to impart professional driving skills through adequate infrastructure and trained instructors. Accordingly the RDTCs are proposed to be developed across State (excluding district where IDTR is proposed or developed in the State). The network of proposed RDTCs as well as IDTR will cater to impart driving skills to the vehicle users of the vast region of each State.

The proposed RDTCs preferably with modern facilities like simulators, driving range, tools and equipments etc. would definitely go a long way in educating the drivers of various categories in order that safety on the roads may be achieved. The RDTCs would, therefore, aim to train not only good quality drivers but also Training Instructors.

2.0. OBJECTIVES

- To conduct induction training course in driving of Light Motor Vehicles.
- To conduct induction and refresher training course in driving of Heavy Motor Vehicles.
- To conduct induction training course in driving of motorized 2-wheelers.
- To conduct Refresher and Orientation Training Courses for the drivers who are in service.
- To conduct Refresher and Orientation Training module for the drivers who violate traffic regulations.
- To conduct training course for the drivers who carry dangerous/hazardous goods including random periodic evaluation.
- To organize road safety awareness campaigns for school children and other vulnerable groups.
- Testing of aspiring drivers for issue of driving licence.

The details of the scheme for imparting training in heavy motor vehicle driving are detailed in the Annexure-I (C).

3.3. INDUCTION TRAINING COURSE IN LIGHT MOTOR VEHICLE DRIVING

The new Motor Vehicles Act, 1988 and Central Motor Vehicles Rules, 1989 are applicable to all classes of road users. Most important are the new precautions and procedures laid down in the Driving Regulations in Section 118 of Motor Vehicles Act, 1988 which must be followed by all road users especially new road signs. Hence, the LMV drivers also be trained like heavy vehicle drivers in a systematic manner so as to improve the road safety.

As per the Rule 31 (2) and 31 (4) of Central Motor Vehicles Rules, 1989, the training period for non-transport vehicles shall not be less than 21 days and driving hours shall not be less than 10 hours.

Moreover, as per the Rule 15 of C. M. V. Rules, 1989, "No person shall appear for the test of competence to drive unless he has held a learner's licence for a period of at least 30 days".

In view of the above, the training course period for a Light Motor Vehicle training period has been prescribed as one month duration.

In one month duration, it is proposed to give 20 hours of steering practice and 7-10 hours of theory classes for each trainee based on the syllabus prescribed for Light Motor Vehicle Driving in the Rule 31(2) of C. M. V. Rules, 1989 (the lessons cover Parts A, B, C, F, G & K).

The details of the scheme for imparting training in LMV driving is detailed in the Annexure - I (D).

3.4. REFRESHER & ORIENTATION CAPSULE COURSE FOR DRIVERS WHO ARE IN SERVICE

Refresher/Orientation Training courses for short duration of 2-3 days may also be conducted periodically in the Training Institute for the drivers who are in

7.0 CONCLUSIONS

- i) The capacity of RDTC may be targeted to train approx. 20,000 (Twenty thousand) drivers in refresher and in various categories including 2 wheeler and HMV of learners per annum. To begin with RDTCs may start training for motorized 2 wheeler and light motor vehicles and refresher training and licence testing in Phase-I.
- ii) The annual turn out may be increased in a phased manner depending upon the augmentation of infrastructural facilities.
- iii) The RDTCs may also be utilized by the Transport Authorities/ State Transport Undertakings/Police/ Other government or private organizations to test the driving abilities of the candidates from public who appear for M.V.I's/ Driver Test for driving licence. It could also be made mandatory for drivers to have been trained in the Institute for applying for Government jobs.
- iv) All Central and State Government institutions in a particular State could be asked to make it mandatory to send their drivers for refresher courses periodically.
- v) The Central Government may also make it mandatory for driving license for transport vehicles to be issued or renewed only on production of driving certificate from RDTCs.
- vi) The periodic accreditation of private driving schools for granting license will be taken up by the RDTCs.
- vii) Road safety awareness programmes for school children may be taken up regularly by RDTCs to inculcate knowledge about road discipline/ etiquettes, traffic signs, road regulations etc, for which nominal fees may be charged from the schools.

ii) For staff: For office and staff also necessary furniture and fittings may be provided.

4. Vehicles:

To start with, it is proposed to train about 11,000 (eleven thousand) drivers in the refresher category and in the learners category every year. Requisite vehicles in each category may accordingly be purchased.

5. Teaching and Training Equipments:

i) Working Models of various systems of an Automobile:

- Cooling System
- Transmission System
- Fuel system
- Electrical system

ii) Cut Section Models:

Working Models

- Petrol Engine (4 Cylinder)
- Diesel Engine (6 Cylinder)
- Live Axle Assembly

Non-Working Models

- Front axle with Pull & Push Rod and Tie rod Assembly
- Gear Box Assembly
- Steering Box Assembly

iii) Failed Components:

- Clutch cover Assembly
- Clutch Disc
- Axle Shaft
- Crown wheel with pinion
- Starter Motor
- Alternator

iv) Static Models in Driving Procedures:

With the help of the Vehicle Toys the following driving procedures may also be displayed :

- MSM & PSL Safety Routines
- IPDE Principle
- Stopping Distance
- Following Distance
- Curve Handling

v) Traffic Sign Boards

vi) Overhead Projector

vii) Transparency sheets

viii) TV & DVD

ix) Multimedia Projector

x) Magnetic Board

Annexure – II (B)

The Annexure II (B) is recommended to be taken up in phase 2.

<u>Road</u>	<u>Purpose</u>
i) Two Lane Straight Road	Used for freshers to impart Basic Driving Practice i.e. starting – moving – stopping – gear changing – steering control – passing – overtaking – curve handling – driving in crawling speed – low speed – average speed – high speed – following distance – stopping distance – stopping the vehicle in case of brake failure, etc. can be practiced.
ii) Parking	Practice in 3 types of parking manoeuvres i.e. parking in parallel, angular and perpendicular to road. Simulating parking operations in bus stations and truck parks.
iii) Hump Road	Parking, stopping and starting operations on sloped road i.e. to practice clutch balance point and biting point and also cautious driving due to reduced sight distance.
iv) 3 Point Turn & 5 Point Turn	This is to train the drivers on difficult turning on restricted roads to take U-Turn.
v) 8-Shaped Bend	To train the drivers on left and right steering, sharp turning and negotiating round about.
vi) Reversing box	To educate drivers on proper methods of reversing and turning.

11. Driving Range Aids:

The Driving Range Aids such as erection of road traffic signs and automatic light signals, road markings, traffic barriers, traffic bollards, lighting and other road furniture and appurtenance may also be provided in the driving range.

Suggestion for PPP Model

- Investment made by PPP Partner will be audited by State Transport Ministry and approved
- The training / testing for Licensing charges will be jointly agreed with State Governments till the recovery of PPP Partner totally recover their Investment (Principal Investment, Interest, Recurring Expenses, .. etc)
- Post recovery of PPP Partner Investments, recovery can be split 80% / 20% (or) 70% /30%. This should be mutually negotiated & agreed.