

No. M-TPT/121/2025-DoTPT-DT
GOVERNMENT OF MANIPUR
DIRECTORATE: TRANSPORT DEPARTMENT

Imphal, the 23rd June, 2025
Babupara, Imphal

NOTIFICATION

Subject: Invitation for Submission of Proposals for Establishment of Model Driving Training Institutes.

It is hereby informed that the Ministry of Road Transport and Highways, Government of India, has requested State Governments to submit proposals for the establishment of three categories of Model Driving Training Institutes, namely, Institute of Driving Training and Research (IDTR), Regional Driving Training Centre (RDTC) and Driver Training Centre (DTC).

2. Under this scheme, the Government of India will provide financial assistance for setting up these institutes during the 15th Finance Commission Cycle Period (2021–22 to 2025–26) and the scheme will be valid up to 31st March, 2026.

3. The detailed scheme guidelines are available on the Department's official portal: (<http://www.manipurtransport.gov.in>).

4. In this regard, interested private developers, NGOs, and organizations are requested to submit their proposals to the Directorate of Transport, Babupara, Imphal on or before 23rd July, 2025 for examination and scrutiny at the Directorate level.

-Sd-

(Khumanthem Diana Devi)
Director (Transport)
Manipur

Copy to:

1. Staff Officer to Chief Secretary, Government of Manipur.
2. APS to Secretary (Transport), Government of Manipur.
3. Editor, M/s _____ for publication in local dailies as news items.
4. Relevant files.

Digitally signed by
Khumanthem Diana Devi
Date: 23-06-2025 17:46:33
(Khumanthem Diana Devi)
Director (Transport)
Manipur

REMINDER-I

U.O.No.14/7/2025-Sec (TPT)

Imphal, the 18th June, 2025

Kindly recall my earlier Note of even number dated the 30th May, 2025 regarding submission of proposal to the Ministry of Road Transport and Highways, Govt. of India for setting up of three types of Model Driving Training Institutes viz. Institute of Driving Training and Research (IDTR), Regional Driving Training Centre(RDTC) and Driver Training Centre(DTC) in the state during 15th Finance Commission Cycle Period (2021-22 to 2025-26).

An early action to submit the appropriate proposal without delay the timeline is necessary.



(Michael Achom)

Secretary (Transport)
Government of Manipur

Director (Transport), Manipur

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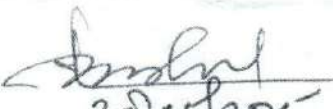
1. Joint Secretary (Transport), Govt. of Manipur.
2. All DTOs to examine and submit proposal expeditiously.

U.O.No.14/7/2025-Sec (TPT)

Imphal, the 30th May, 2025

Enclosed herewith D.O. No.RT-25036/10/2021-RS dated 27th May, 2025 issued by V. Umashankar, Secretary (MoRTH), GoI regarding Guidelines of Scheme for setting up of Institutes of Driving Training And Research (IDTRs), Regional Driver Training Centre (S)-(RDTCs), Driver Training Centres-(DTCs) during 15th Finance Commission Cycle Period (2021-22 to 2025-26).

State has only one driving training centre at Imphal East, district. The Operational guidelines of the above scheme may be examined and proposal for other remaining districts specially the hill districts may be submitted.


30/05/2025
(Michael Achom)

Secretary (Transport)
Government of Manipur

HC
 Director (Transport), Manipur

Copy of Kind information:

Joint Secretary (Transport), Govt. of Manipur with a request to follow up



वी. उमाशंकर
सचिव
V. Umashankar
Secretary



भारत सरकार / Government of India
सड़क परिवहन और राजमार्ग मंत्रालय
Ministry of Road Transport & Highways

D.O.No.RT-25036/10/2021-RS

27th May, 2025

Dear Prashant,

Secretary (.....Tpt.....)

R.R. No.2815.....

Dated17/6/25.....

Chief Secretary's Office

R.R. No.417.....

Date16-6-25.....

I would like to draw your attention to the growing need for structured driver training aimed at equipping drivers with skills related to emerging vehicle technologies, promoting responsible driving behavior, and fostering a sound understanding of traffic regulations. With this objective, the Ministry of Road Transport & Highways has been implementing a Central Sector Scheme for the establishment of three types of Model Driving Training Institutes across States and Union Territories, i.e. Institutes of Driving Training and Research (IDTR), Regional Driving Training Centres (RDTC), and Driving Training Centres (DTC). Under this scheme, the Government of India provides financial assistance to States/UTs/Implementing Agency for setting up these institutions. At present, the scheme is valid for the 15th Finance Commission period, i.e., up to 31.03.2026 only.

2. The Ministry has recently revised the scheme guidelines (dated 15.01.2025), incorporating relaxed population criteria to enable broader eligibility across States and Districts. Additionally, the ceiling of financial assistance for DTCs has been enhanced to improve project viability. A copy of the revised guidelines is enclosed for your ready reference. The proposals under the scheme are recommended/forwarded by the State Transport Department/District Collectors.

3. These revised guidelines have already been shared with all States/UTs, with a request to submit suitable proposals for the establishment of Driving Training Institutions to the Ministry. Proposals submitted within the stipulated period will be considered by the Ministry as per scheme provisions.

4. In view of above, I request you to kindly submit appropriate proposals to the Ministry in accordance with the revised guidelines which will benefit the State and also help in realizing the benefits of the Scheme.

With warm regards,

Yours sincerely,

Umashankar

(V. Umashankar)

Encl.: As above

Shri. Prashant Kumar Singh
Chief Secretary,
Government of Manipur,
South Block, Old Secretariat,
Imphal – 795001

RT-25036/10/2021-RS(195930)
Government of India
Ministry of Road Transport & Highways
(Road Safety Cell)
Transport Bhawan, 1, Parliament Street, New Delhi-110001

Dated: 15th January 2025

To,
Principal Secretary/Secretary/Commissioner
Department of Transport
All States/UTs

Sub.: Revised scheme guidelines for setting up of Institute of Driving Training & Research (IDTRs), Regional Driving Training Centres (RDTCs) and Driving Training Centres(DTCs) including cluster approach during 15th Finance Commission Cycle.

Sir,

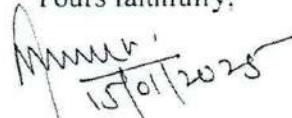
I am directed to refer to this Ministry's letter of even Number dated 22nd December, 2021 whereby Guidelines for setting up of Institute of Driving Training & Research (IDTRs), Regional Driving Training Centres (RDTCs) and Driving Training Centres(DTCs) during 15th Finance Commission Cycle were circulated.

2. The Ministry has reviewed and revised the scheme in terms of its eligibility criteria, central assistance for DTCs, Training-Testing cluster approach etc. The revised Guidelines of the scheme are attached herewith. The earlier guidelines stands replaced by the revised guidelines w.e.f. the date of issue of the revised guidelines.

3. All the States/UTs are requested to send suitable proposals for setting up of Institute of Driving Training & Research (IDTRs), Regional Driving Training Centres (RDTCs) and Driving Training Centres(DTCs) including the cluster approach according to the revised guidelines to the Ministry.

Encl: As above

Yours faithfully,



(Mirtyunjay Kumar)

Under Secretary to the Govt. of India
Tel. 011 - 23717379

Copy for information to :

- i. PSO to Secretary (RT& H)
- ii. Sr. PPS to AS(Technical)
- iii. Technical Director, NIC, MoRT&H with request to upload the scheme guidelines on the Ministry's portal.



सत्यमेव जयते

Government of India Ministry of Road Transport & Highways

GUIDELINES

OF SCHEME FOR SETTING UP

OF

INSTITUTES OF DRIVING TRAINING AND RESEARCH (IDTRs)

REGIONAL DRIVER TRAINING CENTRE (S) - (RDTCs)

DRIVING TRAINING CENTRES-(DTCs)

DURING

15TH FINANCE COMMISSION CYCLE PERIOD

(2021-22 to 2025-26)

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BACKGROUND

1. Large numbers of road accidents are taking place on Indian roads every year resulting in the death of more than one lakh forty thousand persons. The causative analysis of various road accidents studies carried out in the past infers that majority of road accidents occur due to drivers fault. The report of year 2019 indicates that 82% of all road accidents are due to the fault of the driver. Despite having adequate provisions in C. M. V. Rules which directly as well as indirectly helps in ensuring good driving skills and knowledge of rules of road regulation among drivers, there is an urgent need to impart driving training, both theoretical and practical to the existing and aspiring drivers. Need has also been felt for setting standards and monitoring driving training and issue of Driving Licence based on an objective scientific process of testing skills. Therefore, as per provisions under the Motor Vehicles (Amendment) Act, 2019, Government of India has modified the Central Motor Vehicles Rules, 1989 vide Notification dated 7th June, 2021 to make the driving training scientific and systematic, vest the accredited Driving Training Center with certain functions like testing of aspirants for issue of driving licence and to make accredited driving Training Center a commercially viable business proposition.

2. The Government of India intends to set up more model Institutes of Driving Training and Research (IDTR) in the country during the 15th Finance Commission Cycle period. It has been decided to set up IDTR in 3-tier system. The model IDTR in tier-I shall be the model driver training institute having adequate land (10-15 acres) and shall include complete infrastructure required for a modern IDTR. In tier-II, Regional Driver Training Centre(s)- (RDTCs) are proposed to be developed across States (excluding the district in the State where IDTR is proposed or developed) preferably on land measuring minimum about 3 acres with basic support infrastructure including automated testing tracks. In tier-III, Driving Training Centre(s)-(DTCs) are proposed to be developed at district level across States (excluding the district in the State where IDTR or RDTC is proposed or developed) on land measuring minimum about 2 acres with basic support infrastructure.

3. The RDTC proposal(s) shall require sanction of respective State Government. The tier two institutes are expected to be set up and operated by the private sector on a PPP mode. During the 15th Finance Commission Cycle period, financial support will be provided for setting up of such institutes on a pilot basis.

4. The centres to be set up under this scheme shall comply the provisions under the Central Motor Vehicle Rules, 1989.

5. The centres to be set up under this Scheme will be authorised by the State Government as Accredited Driving Training Centres. A Driving Licence Aspirant on successful completion of training at such centre shall be issued certificate in Form 5B of the CMV Rules, 1989. The Holder of course completion certificate (Form5B) will be exempted from requirement of driving test.

3. SCHEME FOR TIER-III (DTCs)

3.1 General Guidelines:

- (i) The scheme of setting up of Driving Training Centers (DTCs) shall be implemented in all Aspirational districts and other rural areas.
- (ii) Land for the Driving Training Centre shall be arranged by the Applicant Agency, which may be acquired on free-hold basis or on long lease for a period of at least 10 years, with inbuilt provisions for further extension of the lease period. The cost of the land will not be added in the project cost. The land should be free from all encumbrances.
- (iii) Priority shall be accorded in the first instance for sanctioning one project per district. However, more than one project can be considered for approval for a district with population exceeding 10 lakh at the rate of 1 additional DTC for population between 10 lakh to 20 lakh, 2 additional DTCs for population between 20 lakh to 30 lakh and 3 additional DTCs for population more than 30 lakh to 40 lakh and 4 additional DTCs for population more than 40 lakh subject to condition that such proposal(s) belong to other Block(s) of the district and there is no IDTR/RDTC in the district
- (iv) Except in the case of OEMs and State Public Undertakings setting up such facilities, the maximum number of projects submitted by one agency/ consortium shall not be more than five in one State.
- (v) The capital component of the proposal may include modern equipment such as innovative driving test system (IDTS) using Radio Frequency Identification (RFID) tags or video recording, simulators, computers and other modern aids.
- (vi) The proposal should also envisage self-sufficiency in meeting the recurring/ operational expenditure as this shall not be provided by the MoRTH.
- (vii) In case the Agency is availing grant under a National Skill Development Programme such as Pradhan Mantri Kaushal Vikas Yojana, the fee charged for the training program shall be in sync with the fee structure notified by Ministry of Skill Development and Entrepreneurship.
- (viii) The training courses will be compliant with the National Skill Qualification Framework (NSQF).
- (ix) The above Centres shall submit half-yearly performance reports to MoRTH. Which shall be responsible for preparation of consolidated performance report on the subject.

- (x) The Centres under the scheme must follow Standard Operating Procedure (SOP) i.e. Prescribed curriculum, Aadhaar based biometric attendance, qualified instructors, e-payment, real time evaluation, contract with logistics / aggregators for placement, online evaluation process.
- (xi) latest and future technologies for the purpose of teaching such as online tutoring, extensive interactive simulation, interactive screen and touch terminals etc. in place of outdated and obsolete technologies as teaching aids.
- (xii) Proposals received from State Governments/ Private Developers having encroachment and encumbrance free land in their possession should be given priority in the setting up of new Driver Training Centre (DTC).
- (xiii) Annual audit to verify the utilisation of the centres should be made mandatory.
- (xiv) The proposal for setting up of DTC should invariably contain provisions of Automated driving test tracks. The Automation of driving test tracks shall atleast meet the minimum requirement stipulated for an accredited driving training Centre under the CMV Rules 1989.
- (xv) The concerned Authority of the State/UT shall adhere to the scheme guidelines and commitments.

3.2 Scope/ Objectives of the scheme:

- (i) To provide financial assistance to private participants for setting-up the Driving Training Centres.
- (ii) To provide quality training to commercial vehicle drivers to improve road and environment safety and strengthen overall mobility on roads.

3.3 Eligibility:

- (i) Any entity such as a State Undertaking/ NGO/ Trust/ Cooperative Society/ Vehicle Manufacturer/ Firm etc. i.e. any legal entity registered under a State or Central Government Law (hereinafter referred to as 'Agency') will be eligible to apply under the scheme. The other details are as under: -
 - (a) If the applicant agency is an NGO, then it must be registered on DARPAN Portal of NITI Aayog. While submitting the proposal, the applicant agency shall quote a system generated Unique ID in their proposal. No member of the consortium will be the member of another consortium constituted for the same purpose.
 - (b) The agency must show the financial capacity to implement and operate the

project as per the DPR to the satisfaction of the Ministry. Three Financial years Audit Report or Turnover certificate need to be provided with the proposal.

- (c) The agency should be able to show/ establish experience or interest in the initiative.

(ii) The agency can also submit the application as a consortium, however, the number of members in any such consortium shall not be more than three. The applicant has to show its financial capacity to manage adequate resources to set up the project as per the DPR to the satisfaction of the Ministry.

Cluster approach, which include proposals for both training and testing facilities will be given priority. For more details refer para 4.4 of this Guidelines.

3.4 Infrastructure Requirements:

The infrastructure will be in form of land, building, driving testing tracks, vehicles, simulators and workshop, etc. About 2 acres of land, owned or leased, would be required to set-up a Driving Training Centre. The land will not count towards the Capital Expenditure of the Project. The Centre would be equipped with other infrastructure facilities, namely:

- (i) Two class-rooms with teaching aids like computers and Multimedia Projector for holding theory classes/ lessons on Traffic Rules and Regulations, Driving Procedures, Vehicle Mechanism, Public Relations and First Aid;
- (ii) Simulator(s) for both the classes of vehicles (LMV and HMT) as per following details;
 - o 1 LMV Simulator – Static or Dynamic
 - o 1 HMT Simulator - Static or Dynamic
- (iii) Broadband connectivity including bio-metric attendance system;
- (iv) Driving track to provide practice to the trainees for manoeuvring, parking, reverse driving, driving on slopes, etc.
- (v) Training vehicles of both the categories as per following details :
 - o LMV – 2 Nos.
 - LMV refers to vehicles that are designed primarily for passenger transport and have a maximum gross vehicle weight (GVW) of up to 3.5 tons. This category includes most cars and small vans. LMVs are generally used for personal transportation and light commercial purposes.
 - o HMT/MCV - 1 Nos.

- HMT refers to vehicles that are designed for transporting goods or passengers and have a maximum gross vehicle weight (GVW) exceeding 7.5 Tons but not exceeding 12 tons. This category includes trucks, buses, and larger vans. HMTs are typically used for commercial purposes, including freight transport and public transportation..

- (vi) Workshop along with exhibits;
- (vii) Toilets – separately for Men & Women;
- (viii) Adequate staff resources in each category (Teaching staff, IT personnel, cleaning staff etc.).
- (ix) Layout plan should be submitted for both LMT and HMT, mandatorily.
- (x) Any other, as may be required.

3.5 Financial assistance:

One-time assistance to the extent of 85% of the project cost, subject to a maximum of Rs 2.50 crore (all inclusive) including automation of driving test tracks, shall be admissible for setting up the Driving Training Centre. The operational expenses (OPEX) of the Centre shall be met by the Centre through its internal accruals or funding from non-governmental sources.

Financial assistance under the Scheme shall be released in the following manner:

| S.N. | Instalment | Condition | Amount |
|--------------|--|---|----------------------------------|
| (i) | 1st Instalment as 'On account' payment | Against BG for the amount or Insurance Surety Bond of equivalent amount of installment | 20% of the eligible grant amount |
| (ii) | 2 nd Instalment | On submission of UC of 1 st installment of the Project Cost – duly certified by a Chartered Accountant and progress report | 35% of the eligible grant amount |
| iii | 3 rd instalment | On submission of UC of 2 nd installment of the Project Cost – duly certified by a Chartered Accountant and progress report | 35% of the eligible grant amount |
| (iv) | 3 th Instalment | On submission of UC of completed project (100%) and commencement of operations of the Centre. | 10% of the eligible grant amount |
| Total | | | 100% |

PFMS shall be used for expenditures on the project under the scheme.

3.6 Procedure for seeking assistance:

- (i) The agency desirous of setting up the Driving Training Centre shall prepare the DPR and submit the application in the format provided in **Annexure III (A)** along with a copy of the DPR. The DPR should be vetted by the National Skill Development Council (NSDC) or any other Sector Skill Council in respect of the infrastructure provisions and also a financial Institution, if the project is proposed to be funded through any institutional loan;
- (ii) The proposal for setting up of DTCs shall be considered on the basis of recommendation of the concerned District Collector. The Agency shall submit the proposal, alongwith duly vetted DPR by NSDC or any other Sector Skill Council as per provisions in para 3.6(i), to the concerned District Collector. An advance copy of the proposal may be sent to the Ministry.

The District Collector shall forward the proposal with his recommendation alongwith an undertaking duly signed by the designated authority of the State Government to accredit the Centre and exempt the successful trainees from the requirement of further testing for grant of licence as per **Annexure III (B)**. The proposal shall be forwarded to the PMU established in the Ministry of Road Transport & Highways for the purpose.

- (iii) The proposal received from the agency shall be scrutinized by the PMU.
- (iv) A committee of MoRTH comprising of Director/Deputy Secretary (Road safety), Dy. Financial Advisor, representative of ASRTU and SE (Road safety) shall review the proposals on a monthly basis. The appraised proposals shall be processed for release of grant, preferably within a month's time.

3.7 Time-lines for Receipt of Applications and Completion of the Projects:

- (i) The Scheme shall remain in operation till 31.03.2026. As such, it shall not be feasible to sanction any new proposal after 31.03.2026 under this Scheme.
- (ii) The successful applicant will be required to complete the project and operationalize the same within eighteen months from the date of release of 1st installment in order to avail of the full eligible grant amount.
- (iii) Applications may be submitted on an on-going basis, which shall be considered and decided on a quarterly basis.
- (iv) Given the project sanction period of about one month, the last date of receipt of complete applications under the Scheme shall be 28th February, 2026.

3.8 PMU for the Scheme:

The Scheme shall be administered through a PMU to be set-up in MoRTH, for which resources may be hired/ taken on deputation from agencies such as ASTRU, CIRT or

any other source, with the caveat that the total expenditure on the PMU shall be managed within 3% of the amount earmarked for the Scheme.

PMU/ MoRTH shall examine the applications and determine the eligibility of proposals within fifteen days of its receipt. The eligible proposals shall be sanctioned and conveyed to the applicant. The applicant will be required to obtain Bank Guarantee (valid for a period of one year) equal to the amount of first instalment and the first instalment of on account advance shall be released within a period of 7 working days from the date of submission of BG.

3.9 Operations and management of the Centre

3.9.1 The Agency proposing to set up the Driving Training Centre will have to sign a tri- partite MoU with the State Transport Department and the MoRTH before the release of 'on account' advance. The MoU will include commitment from the State government to recognise the centre as an accredited establishment for the purposes of exemption from driving licence testing for granting non-transport licence. A format of MoU is given at Annexure- III(C). The centre will require regular expenditure to carry its operations (OPEX) to manage its day-to- day operations and to provide for the manpower. The Centre will be run as an on-going concern without any financial support for its operations by MoRTH. However, there is no bar from seeking support under CSR from Corporate sector or under any other scheme of the Central or State Government. The Agency may charge appropriate fees for the training program.

3.9.2 The Centre will engage the services of qualified instructors to impart driving training. The curriculum and evaluation matrix for the trainees will be accordance with the SOP provided by the National Skill Development Council or any of the Sector Skill councils. The Centre will also have to sign a MoU with NSDC or any other Sector Skill Council engaged in driving training, before commencing its operations.

3.10 Allied activities:

Subject to availability of land and required infrastructure, the agency may also use the facility for provision of other allied activities, such as, establishment of Automated Vehicle Testing Centre, 'Pollution Under Check' facility at the same premises in order to improve the financial viability of the project, at his own cost so long as these facilities do not in any manner compromise with the main objective of the Scheme. However, establishment of any such additional facilities will not form a part of the Central assistance under the Scheme.

4.0 Financial assistance for existing institutes/schools

4.1 Automation/upgradation of driving test tracks :

Besides, funds will also be provided to the driving schools/Institutes/driving training centres which have already been set up under scheme of this MoRTH without automated tracks or set up by the grants of State Government for upgrading the driving test track into automated test track. However, a certificate from the Concerned RTO/DTO will be required that these driving schools are functional. A real time evaluation of the centre will be carried out by CIRT, Pune.. The Automation of driving test tracks shall atleast meet the minimum requirement stipulated for an accredited driving training Centre under the CMV Rules 1989. The amount to be released for up-gradation of the driving test track will be ₹ 1.00 crore or actual cost of up-gradation whichever is less for DTC under MoRTH scheme or equivalent Driving School under State Scheme; ₹ 1.50 crore or actual cost of up-gradation whichever is less for RDTC under MoRTH scheme or equivalent Driving School under State Scheme; and ₹ 3.00 Crore or actual cost of up-gradation whichever is less for IDTR under MoRTH scheme or equivalent Institutes under State Scheme. The proposal for automation/upgradation of driving tracks shall be considered on the basis of recommendation of the concerned Transport Authorities of the State. CIRT, Pune will play role of monitoring agency for the proposals for automation/upgradation of driving tracks. CIRT, Pune will be paid PMC Charges at the rate of 3% of the sanctioned cost of a project for evaluation and monitoring of the proposals for automation/upgradation of driving test tracks.

Financial assistance for upgradation of the driving test track would be released in three installments of 40%, 40% and 20%. In case of proposal of a private institution / organisation, 1st installment would be released against Bank Guarantee or Insurance Surety Bond equivalent to the installment amount.

4.2 Up-gradation of ITI into Driving School:

There are a large no. of Industrial Training Institutes (ITI) in the country. These ITI are having sufficient infrastructure such as laboratory, cut sections, etc. Therefore, by providing certain infrastructure such as simulators, driving test track, etc., an ITI may also impart driving training. Therefore funds will also be provided to the ITI for creating infrastructure so that it could impart driving training. However, a certificate from the Concerned RTO/DTO will be required that these driving schools are functional. A real time evaluation of the centre will be carried out by CIRT, Pune.. The proposal for upgradation of ITI shall be considered on the basis of recommendation of the concerned Transport Authorities of the State. CIRT, Pune will play role of monitoring agency for the proposals for the upgradation. CIRT, Pune will be paid PMC Charges at the rate of 3% of the sanctioned cost of a project for evaluation and monitoring of the proposals for

upgradation of ITI into Driving School. The maximum financial assistance for upgradation will be Rs.2.00 crore which cover the cost of construction of automated driving tracks as per provisions under the CMV Rules, 1989, vehicles & Simulators, teaching aids etc. No financial assistance will be provided for land, building and boundary Wall.

Financial assistance of Rs. 2.00 crore for upgradation of ITI would be released in three installments of 40%, 40% and 20%. In case of proposal of a private ITI, 1st installment would be released against Bank Guarantee or Insurance Surety Bond equivalent to the installment amount.

4.3 Simulators : Simulators will also be provided to the driving schools which have already been set up as per the earlier scheme or set up as per earlier scheme or set up in any scheme of the State Government. However, a certificate from the Concerned RTO/DTO will be required that these driving schools are functional. A real time evaluation of the centre will be carried out by CIRT, Pune.. The specifications of simulators for earlier sanctioned DTC or equivalent Driving School under the State Scheme, RDTC or equivalent Centre under the State scheme and IDTRs or equivalent centres under state Scheme will be same as specifications of simulators prescribed under this Scheme for DTC, RDTC and IDTR respectively.

The amount to be released for Simulators (1 LMV and 1 HMV) for earlier sanctioned training Centres under Ministry scheme or scheme of the State Government will be maximum of ₹ 25.00 lakh or actual cost whichever is less for DTC or equivalent Driving School under State Scheme, ₹ 50 lakh or actual cost whichever is less for RDTC or equivalent Centre and ₹ 60 lakh or actual cost whichever is less for IDTR or equivalent centre under State scheme. The proposal for Simulators shall be considered on the basis of recommendation of the concerned Transport Authorities of the State. CIRT, Pune will play role of monitoring agency for the proposals for automation/upgradation of driving tracks. CIRT, Pune will be paid PMC Charges at the rate of 3% of the sanctioned cost of a project for evaluation and monitoring of the proposals for Simulators.

4.4 Financial Assistance for proposals for setting up 2-Lane (one LMV and one HMV) Automated Testing Stations with IDTR/RDTC/DTC under cluster approach:

4.4.1 General Guidelines:

- 2-Lane ATS (one LMV and One HMV) can be set-up along with IDTR/RDTC/DTC as a training testing cluster under this Scheme.
- Such Training Testing cluster proposals of setting up ATS with IDTR/RDTC/DTC can be recommended by ATS Registering Authority nominated by the State/UT Government to MoRTH.

- Registering authority will be an officer not below the rank of Transport Commissioner nominated by the State/UT Government and empowered to issue Preliminary Registration Certificates, issue, and renew Registration Certificates.

All ATS related approvals to be obtained by the investor / interested party from State/UT Transport and other related departments as notified by the State/UT Government in line with guidelines of MoRTH via G.S.R. 652 (E) and its amendments via G.S.R 797 (E) and G.S.R 195 (E).

The ATS component of the proposal for Training and Testing cluster shall meet the requirement stipulated by the Ministry vide notifications vide G.S.R. 652 (E) and its amendments via G.S.R 797 (E) and G.S.R 195 (E).

4.4.2 Financial Implications:

4.4.2.1 Capital Incentive Amount

- The Central Government may provide 30% of the capital investment as grants-in-aid for setting up ATS under the Training Testing Cluster project, subject to maximum of Rs.1.50 Crore (all inclusive) for any district in which a combined training testing cluster (IDTR/RDTC/DTC plus ATS) proposal is recommended by the Concerned State Authority of the State / UT Government to MoRTH. The high priority districts as notified by the Ministry from time to time will be given priority while considering the combined training testing cluster proposals.
- Capital assistance will be provided only for ATS related equipment, civil work, office & shed/workshop development. No financial assistance will be provided for acquisition of land and compound wall.

4.4.2.2 Milestone Based payment schedule:

| Stage | Milestone | Amount to be released |
|-------|---|----------------------------|
| 1. | Mobilization Advance: On PRC Approval, and Project proposal recommendation from State Registering Authority | 20% of the total incentive |
| 2. | Land Development, Construction of workshop/compound and Machine Order | 30% of the total incentive |
| 3. | Machine Installation and successful Pre-Commissioning audit completion | 20% of the total incentive |
| 4. | RC Approval and successful operationalization of ATS | 30% of the total incentive |

Annexure - III (A)

Form for seeking financial assistance for setting up of a Driving Training Centre

| Sr. No. | Subject | Particulars |
|---------|--|-------------|
| 1. | Name of the Applicant | |
| 2. | Legal Status | |
| 3. | Date of registration / incorporation | |
| 4. | Contact Number, Email id | |
| 5. | Postal Address | |
| 6. | Bank Account No. and IFSC Code of the Bank | |
| 7. | Name, Address and Aadhar Number of the Principal Officer | |
| 8. | Whether applying individually or in consortium. If in consortium, please indicate the details of member of the consortium. Copy of MOU signed between/ amongst Consortium members be enclosed. | |
| 9. | In case of NGO, please furnish- 1. Date of registration on DARPAN Portal 2. Unique ID generated on DARPAN Portal | |
| 10. | Location of Project | |
| 11. | Area of land on which project is proposed to be set-up | |
| 12. | Whether the land is free-hold/ lease-hold. Please attach the supporting document like purchase deed/ lease agreement | |
| 13. | Whether land is free from encumbrances? | |
| 14. | Total estimated cost of the Project (Enclose copy of DPR) | |
| 15. | Means of financing - Enclose proof with regard to sources of funds and availability. (Copies of last three years balance sheets, if available) | |
| 16. | Indicate the total financial support requested from the Government. (Not exceeding 50% of the total cost excluding land) | |
| 17. | Time period for completion of the Project | |
| 18. | Please describe as to how the Centre will have competence to impart training to MHV and LMV drivers | |

| Sr. No. | Subject | Particulars |
|---------|--|-------------|
| 19. | Whether the DPR includes provisions for: (i) Two Classrooms, (ii) Office space, (iii) HMV and LMV Simulators, Demonstration items for workshop, (iv) Vehicles (both HMV and LMV) (v) Driving tracks – automated, (vi) Bio-matric attendance system, (vii) Plan of operation, etc. | |
| 20. | Whether the proposal has been endorsed by the District Collector and recommended by the State Transport Commissioner ? | |
| 21. | Whether the Agency is willing to sign an MoU with a Sector Skill Council for running NSQF compliant training program ? | |
| 22. | Whether the project has been appraised by the NSDC and/or a Financial Institution (Attach report) ? | |
| 23. | Attach an undertaking to the effect that the Centre will be used for the purposes of imparting driving training for a period of at least ten years, else the grant would be liable to be recovered as arrears of land revenue. | |

Date:

Place:

(Signature of the Authorized signatory)

[Name and Designation of the Authorized Signatory]

State Government of -----
Department of -----

Authorisation of the Driving Training Centre

1. M/s _____ has submitted a proposal for setting-up a Drivingtraining Centre at _____, District- _____ at a total project cost of _____.
2. The proposal seeks financial assistance of ₹ _____ from the Ministry of RoadTransport and Highways.
3. The Centre, on completion in accordance with the DPR, will be authorised/ accredited to impart training to the driving licence aspirants and no further testing would be required for grant of "non-transport" licence to the successful trainees, subject to fulfillment of provisions under the Central Motor Vehicles Rules, 1989 for accredited driving training centres.

(Signature of the designated authority)

[Name and Designation of the designated authority]

MEMORANDUM OF UNDERSTANDING

BETWEEN

THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS, GOVT. OF INDIA
DEPARTMENT OF TRANSPORT, State of -----

AND

M/s. -----

This TRIPATITE MEMORANDUM OF UNDERSTANDING (MOU) is made on the _____ day of _____, 2022 among the Ministry of Road Transport & Highways, Government of India, New Delhi through Shri/Smt. --
----- Under Secretary, (hereinafter referred to as "first part") and Transport Department, State of ----- through Shri _____, Regional Transport Officer (RTO)/District Transport Officer (DTO) , District----- (hereinafter referred to as "the second Part") and Private Developer M/s.----- (hereinafter referred to as "Third part").

ARTICLE 1: PURPOSE

1. With the fast growing economy, the vehicle population in India has grown rapidly. The demand of trained drivers is increasing day by day. Considering the above, Ministry of Road Transport & highways, Govt. of India has decided to setup model Driving Training Centre (DTC) in the country for imparting quality driving training to the driving aspirants and refresher training for drivers. One such centre under the scheme shall be established at ----- (address of the project site). This project shall be executed by M/s.(Name and address of the Private Developer).

2. To establish and operate the above model Driving Training Centre (DTC) in ----- --District of -----State in a time bound manner, each of the three concerned stakeholders (MoRTH, Transport Department, ----- and Private Developer) is required to work in harmony to discharge obligations assigned to each party. Articles 2 to 4 describe the obligations assigned to each party.

ARTICLE – 2

OBLIGATIONS OF THE FIRST PART: MINISTRY OF ROAD TRANSPORT AND HIGHWAYS, GOVT. OF INDIA

MINISTRY OF ROAD TRANSPORT AND HIGHWAYS, GOVT. OF INDIA has agreed and affirmed that:

1. Financial support as Grant-in-aid upto 50% of the project cost subject to Maximum ₹ 1.00 crore towards building and tracks, teaching aid, equipment, vehicles for driving training, office equipment etc. for setting up of the project will be borne by the MINISTRY OF ROAD TRANSPORT AND HIGHWAYS, GOVT. OF INDIA.
2. The total project cost for setting up of DTC at-----, in ---- district of -----is ₹ -----. Out of the total cost of ₹ ----- lakhs, an amount of ₹----- lakh (₹ ----- only) will be provided by Ministry of Road Transport & Highways as Grants in-aid.
3. Funds will be released in three phases as per provisions under the scheme guidelines and having regards to milestones on receipt of required documents.
4. The Central Government will not give any grant to run the centre.
5. MoRTH may review the status of the implementation of the project at regular interval as may be required through its officers or through the Programme Monitoring Unit (PMU).
6. Arrangement of services of the PMU to the Private developer to execute the project is time bound manner.

ARTICLE - 3

OBLIGATIONS OF THE PARTY No. 02: DEPARTMENT OF TRANSPORT, STATE OF-----

TRANSPORT DEPARTMENT, STATE OF ----- has agreed and affirmed that:

1. As per commitment made by the Transport Department, State of ----- vide its Undertaking on the matter bearing No.----- dated-----, the Transport Department----- shall authorise/accredit the Centre, on completion in accordance with the DPR, to be set

- up at-----under MoRT&H scheme to impart training to the driving licence aspirants subject to fulfilment of provisions under the CMV Rules, 1989.
2. Issue of licence to the centre under the CMV Rules.
 3. Ensure utilisation of the centre for driving training purpose.
 4. Periodic Inspection and supervision of the Centre after the centre comes under operation as per relevant rules.

ARTICLE 4

OBLIGATIONS OF M/s. -----

Party No.3, M/s.----- has agreed and affirmed that:

1. Provide 2 Acre land in ----- district, ---- State free from all encumbrances for establishing of model Driving Training Centre.
2. Bear ₹----- on the project which is equal to/more than 50% of the total project cost.
3. Bear the cost of land development and ensure availability of boundary wall, approach roads, electricity, water etc.
4. Carry out the civil construction of the center including utilities as per the DPRs. The party shall review site progress quarterly or as per site requirement with architect and civil construction agency. The report for the same will be submitted to MoRTH with the proposal for release of next instalment.
5. Undertaking that the centre will be utilised for driving training for atleast a period as specified under the scheme guidelines.
6. Utilisation of the Grant for the project will be maintained on EAT module of PFMS
7. The centre will be utilized for the purposes as specified under the scheme guidelines only.
8. All the provisions of the scheme should strictly be followed.
9. The project will be completed within 12 months from the date of release of 1st instalment.
10. The private developer will maintain separate bank account for the project.
11. Make all the records and accounts of this Grant available for audit to the C&AG of India and the Internal Audit of the Principal Accounts Office of the Ministry of Road Transport & Highways in terms of Rule 236(1) of the CFR, 2017 as and when required.
12. The fee for driving training would be decided as per relevant rules and it would go to the Private Developer.
13. Deployment of qualified and well trained instructors and employees of good oral character for imparting training at the centre.
14. Follow the provisions under the CMV Rules, 1989 in operation on the Centre. Make ready of all the records as per requirement of Transport Department for inspection.

15. Do the audit of the Grant account through a Chartered Accountant and send to the Ministry.
16. In case the party-3 fails to execute the project due to any reasons, the party will be liable to refund the grant amount with admissible panel interest as per provisions under the GFRule, 2017 to the Ministry of Road Transport.

ARTICLE 5
FINANCIAL ARRANGEMENTS

A. The Central Government will provide funding to the Private Developer for the establishment of DTC Centre which includes construction of building, training equipment and vehicles etc. as per sanction order No.----- dated -----.

B. After completion of the project, M/s.----- will operate the centre by its own manpower and resources or can identify a prospective centre operator.

ARTICLE 6
CONDITIONS PRECEDENT

The rights and obligations of the parties under this agreement are subject to the satisfaction in full of the following conditions precedent:

1. This MOU is effective from the date of signature of this MOU i.e. -----.
2. No parties shall quit or terminate this MOU.

I WITNESS WHEREOF, the representatives of the Parties to this Memorandum of Understanding being duly authorized have signed this Memorandum of Understanding as of the day, month and year first above written.

| | | |
|---|--|--|
| Signed for and on behalf of Ministry of Road Transport and Highways, Government of India | Signed for and on behalf of Transport Department, State of ----- | Signed for and on behalf of Private Developer |
| Name & Designation (With Stamp) (Under Secretary, Road Safety) Dated: Witnesses: 1. 2. | Name & Designation (With Stamp) Dated: | Name & Designation (With Stamp) Dated: |