



RESEARCH & CONSULTANCY

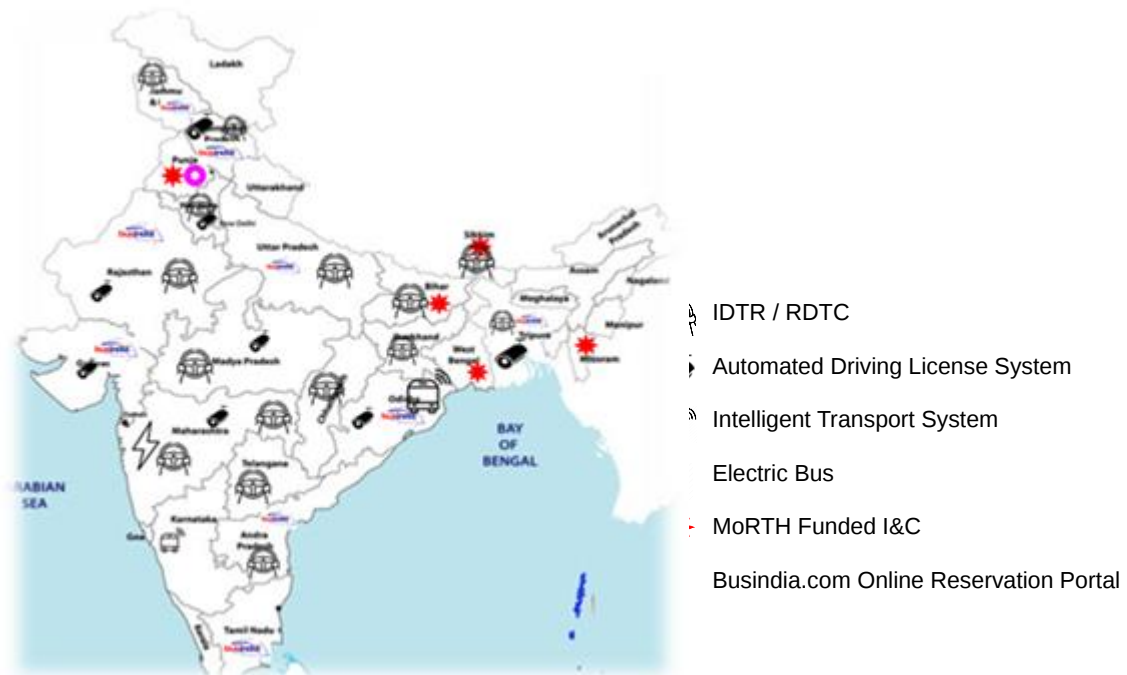


+91-020- 67345300
Pune - Nashik Road, Pune
www.cirtindia.com

About CIRT

The Central Institute of Road Transport is a unit of the Association of State Road Transport Undertakings (ASRTU), New Delhi. CIRT was formed on the joint initiative of the Association of State Road Transport Undertakings (ASRTU) and the then Ministry of Shipping and Road Transport, Government of India in 1967. The major activities in the institute are as follows:

- (a) Consultancy & Research:** CIRT undertakes assignments on transport policy, transportation planning, traffic management, maintenance management, materials management, human resource management, intelligent transport systems, bid process management and management information systems.



- (b) Training:** CIRT offers management development programmes covering general management, transport operations and maintenance engineering for practicing managers in STUs, other organizations operating transport services besides road transport officials.
- (c) Vehicle Certification & Testing:** CIRT undertakes assignments through its sophisticated automobile component testing laboratories, recognized by the Bureau of Indian Standards (BIS) for testing a wide range of automobile components.

CIRT also assists the Ministry of Road Transport & Highways on several projects related to public transport and road safety under various schemes as a Technical Evaluating & Monitoring Agency. CIRT officials are members of various Expert Committees on Public Transport, Road Safety, Motor Vehicle Legislation & ITS. CIRT has been nominated as the Technical Secretariat for the Working Party (WP. 1) on Road Traffic Safety of the United Nations Economic Commission for Europe.

CIRT Competences:

+ Institute of Driver Training Center (IDTR) / Regional Driving Training Centre (RDTC)

Background

Road safety has become an issue of vital importance today in view of the rising increase in road accidents and driver behavior is attributed as one of the major causes of reported road accidents. In a sector where performance of drivers has a great impact



on the lives of general public, the quality of drivers is of high importance. In this reference MoRTH has asked for proposals from various states in India.

MoRTH has been sanctioning funds during the 10th, 11th, 12th Five Year Plans and 13th, 14th & 15th Financial Circle for setting up of Driver Training Institutes namely IDTR and RDTC to impart systematic and scientific driver training.

Till March 2023 total 31 IDTR's sanctioned in 23 States/UTs.

The objective to establish IDTR/Regional Diver Training Institute (RDTC) is as following:

- To conduct training course for Trainers or Training Instructors.
- To conduct induction and refresher training course in driving Heavy



Motor Vehicles.

- To conduct an induction training course in driving Light Motor Vehicles.
- To conduct an induction training course in driving of motorized 2- wheelers.
- To conduct Refresher and Orientation Training Courses for the drivers who are in service.
- To organize road safety awareness campaigns for school children and other vulnerable groups.

Scheme for implementation of IDTRs, RDTCs and DTCs

Central Government provides financial grant for setting state of art driver training institutes at State level with automated driving test tracks for training courses in driving of LMV/ HMTV and training of instructors.

Maximum Grant provided –

- Institute of Driving Training and Research: ₹ 17.25 Cr.
- Regional Driver Training Center (RDTC): ₹ 5.50 Cr.
- Driver Training Center (DTC): ₹ 1 Cr.

Coverage –

- One IDTR per 5 crore projected population
- One RDTC per 2.50 crore projected population
- In all aspirational districts and other rural areas; More than 1 DTC to be considered if population is more than 20 Lakh.

Parameters	IDTR	RDTC	DTC
Land requirement	• 10-15 acres of land* by State/UT or private partner	• 3-5 acres of land* by State/UT or private partner	• About 2 acres by the private partner
Eligibility	• State/any legal entity in collaboration with State/UT • In case of PPP projects, annual turnover of the private partner must be above ₹ 1.00 Crore.	• State/any legal entity in collaboration with State/UT • In case of PPP projects, annual turnover of the private partner must be above ₹ 50.00 Lakh.	• Any legal entity recommended by the State/UT • The agency must show the financial capacity to implement the project.
Project Period	• 24 months	• 18 months	• 12 months

CIRT plays various roles at each level for establishment of IDTR as described below:

- **Role of CIRT as Evaluation Agency**

CIRT plays the role of evaluation agency in connection with IDTR projects on behalf of Ministry of Road Transport & Highways. As part of the evaluation agency, CIRT evaluate and scrutinize the DPR and provide observations



about detailed costing, layout plans of buildings and track design etc. CIRT evaluated various proposal with reference to infrastructure and facilities to be provided as per guidelines of MoRTH.

- **Role of CIRT as Project Monitoring Agency**

CIRT plays the role of monitoring agency in connection with IDTR projects being set up in various states. As part of the monitoring role, CIRT currently offers technical assistance to the state governments in establishing the IDTRs,



undertakes physical inspection after every 6 months of the project progress and submits its report before the release of funds and gathers information on the training activities once the institutes are established and when required by the funding agency. The monitoring services will be valid up to 5 years from the date of the project execution. It is proposed that CIRT would be paid about 0.05% of the total project cost in order to meet the expenses for carrying out monitoring activity and to ensure that the project is in line with the guidelines provided by the MoRTH.

Automated Inspection & Certification Center (I&C)

Road accidents are resulting in the untimely and needless death and injuries of many persons every year. With the driver & Vehicle being responsible for a significant share of road accidents, many of these casualties would have been avoided with right attitude of drivers & proper maintenance of vehicles. Road



safety has greatly been improved through the utilization of effective technologies. An effective vehicle inspection system can alone help all the stakeholders in improving road safety, pollution levels and road worthiness of in-use vehicles. In this regard, the Ministry of Road Transport and Highways (MORTH) is setting up model Inspection and Certification (I&C) Centers in the various states in India proposing a feasible solution by setting up a network of Automated Vehicle Inspection and Certification Centers. Objective to setup Inspection and certification centers is listed below:

- Scientifically test the road worthiness of in-service transport vehicles as per Rule 62 of CMVR as against visual examination in vogue
- Ensure safety and security of the vehicles to reduce accidents.
- Less pollution, cleaner environment and reduce the vehicle operating cost.
- Facilitate in establishing end of life of vehicles, presently missing in the rules and introduce concept of scrapping of old vehicles running on roads.

Role of CIRT

PHASE I

- Demand assessment surveys shall be taken up by CIRT in order to identify the suitable locations for the proposed I&C Center(s) in every district/region/state and finalize the same in consultation with State Government.
- Selection of locations and finalization of inspection lanes for setting up of I&C Centers by conducting a feasibility study of the vehicle population and future

projections, proximity to the city and road network and availability of land at reasonable cost.

- Preparation of Request for Proposal (RFP) document for Selection of Vendor(s).
- Bid Process Management
- Conduct pre-bid conference
- Techno-bid evaluation of bid documents
- Prepare evaluation report of the submitted bids
- Preparation of agreement documents to be signed with the selected vendor(s)
- Preparation of block layout diagrams of the inspection lanes in consultation with the Architect and equipment vendor(s).
- Project management consultancy by supervising the procurement, installation and commissioning of equipment.

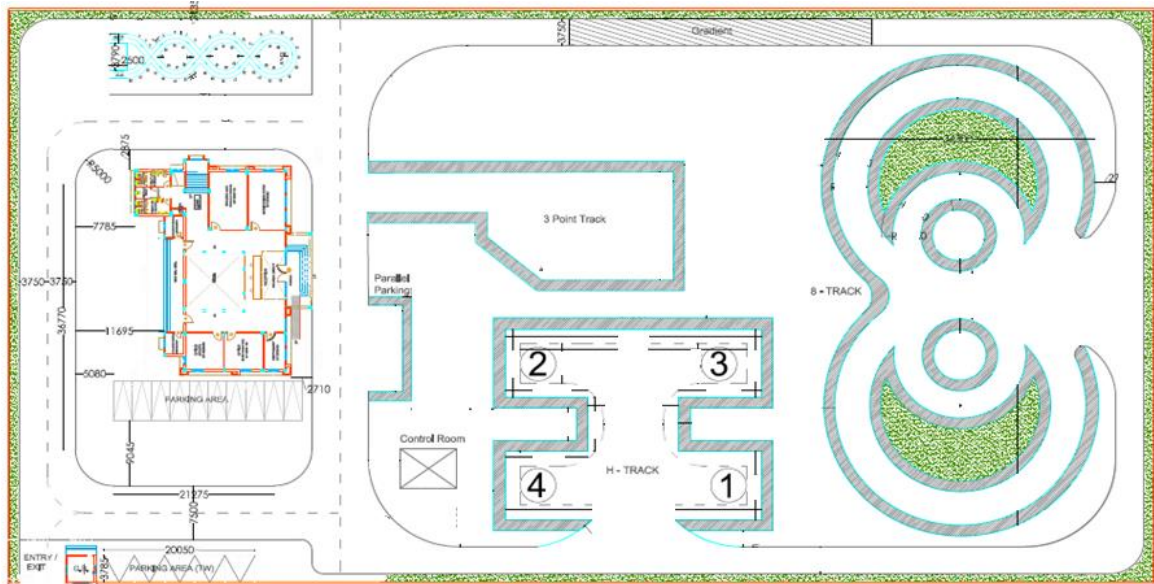
PHASE II

Periodical audits and checks to authenticate the inspection process ensuring that proper control mechanism is in place to ensure that I&C Centers are carrying out the tasks as per regulations of the respective State Government.

- Monthly audit during the first six months after commissioning of I&C Centres.
- Quarterly audit after six months of commissioning of the I&C Centres.
- Calibration of I&C Centre equipment on an annual basis.

Automated Driving License Issuing Center (DLIC)

The current state of affairs in issuing driving licenses is also not very encouraging as it fails to objectively test the driving skills of the license applicants. In the absence of a fool proof scientific evaluation of driving skills, the current system is bound to be biased and not transparent.



In order to address the serious issue of road safety in the current scenario, CIRT is planning to assist the state Government in establishing Modern Driving License Issuing Centers on PPP basis. CIRT envisages to set up a network of Driver Testing Centers all over the state where all the two wheelers and LMV drivers can be tested for their driving skills. These Driving License Issuing Centers will be beneficial for all the stakeholders like the Ministry of Road Transport and Highways, Transport Departments of State Government, Commercial Vehicle Owners, General Public at large, etc. These centers shall support the conduction of skill evaluation of two wheeler & LMV license applicants for permanent license. The centers can be established either in the premises of Transport department offices or any other location acquired by the department. The centre shall have the following facilities:

- Ophthalmic and Reaction time test centre
- Computer centre for Learning License
- Test track for 2 wheelers & LMVs

Role of CIRT

Phase I: Preparation of DPR

- Demand assessment surveys in order to identify the number of centers in every district/region/ state and finalize the same in consultation with State Government
- Finalizing the requirement of Centers by conducting feasibility study of the vehicle population & future projections and licenses issued & renewed
- Preparation of a standard template for establishment of Centers
- Finalization of specifications for testing and office equipment
- Driving Skill Evaluation Testing System
- Preparation of Technical Specifications
- Identify service level agreements / performance parameters
- Preparing a framework for PPP model by identifying the selection criteria for the PPP vendor
- Finalizing the implementation mechanism
- Conducting cost benefit analysis to assess the return on investment
- Identification of contract tenure for the PPP vendor(s)
- Review/ Study the functioning of motor driving schools in the State and proposals for strengthening the driving schools
- Bid Process Management for selection of vendor
 - Tender Documentation
 - Conduct pre-bid conference

Phase II: Project Execution

- Demand assessment surveys in order to identify the suitable locations for the proposed Center in every district/region/ state and finalize the same in consultation with State Government.
- Finalizing the location of Centers by conducting feasibility study of proximity to the city & road network and availability of land at reasonable cost.
- Bid Process Management for selection of vendor
 - Techno-Financial evaluation of bid documents
 - Prepare evaluation report of the submitted bids
- Provide driver testing track dimensions

- Guide the Architect in preparing customized layout plans for the following infrastructure facilities for each centre based on present and futuristic demand.
 - Test tracks
 - Computer Center
 - Parking
 - Waiting areas
- Preparation of agreement documents to be signed with the selected vendor
- Periodic Inspection during construction for quality for 12 months
- Supervising the installation and commissioning of equipment.
- SOPs shall be created for management of driving schools and driving license issuing centers to bring in accountability
- Hardware Inspection during installation and commissioning of IDTS
- Testing of Deliverables

Phase III: Monitoring Audits

Periodical quarterly audits and checks to authenticate the testing process ensuring that proper control mechanism is in place to ensure that the Centers are carrying out the tasks as per regulations of the State Government.



Central Institute of Road Transport

Post Box No. 1897, Pune- Nasik Road, Pune – 411

026. Landmark: Pune - Nasik Road. Phone: +91-

020- 67345300

consultancy@cirtindia.com

Website: <http://www.cirtindia.com>