

**GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS**

**LOK SABHA
STARRED QUESTION NO. 464
ANSWERED ON 03RD APRIL, 2025**

SETTING UP OF DRIVING TRAINING CENTRES

***464. SHRI MANICKAM TAGORE B:
SHRI VIJAYAKUMAR ALIAS VIJAY VASANTH:**

Will the Minister of ROAD TRANSPORT AND HIGHWAYS

सड़क परिवहन और राजमार्ग मंत्री

be pleased to state:

- (a) the assessment of the effectiveness of the "Scheme for Setting up of Driving Training Centres (DTC)" in reducing the number of road accidents caused by driver error since its initiation;**
- (b) the mechanism to ensure that this assistance is accessible to all stakeholders, particularly those in rural or underserved areas;**
- (c) whether the Government has any monitoring mechanism to ensure the fair distribution of funds for the said purpose and if so, the details thereof;**
- (d) the number of new jobs the Government expects through the establishment of these Driving Training Centres both in terms of direct employment within the centres and in the broader transport sector given the growing shortage of commercial vehicle drivers;**
- (e) the steps taken to ensure timely implementation of this scheme across all districts; and**
- (f) whether the scheme has been extended beyond 2020 owing to delays or challenges in setting up such Centres pan India and if so, the details thereof?**

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) to (f) A statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PART (a) TO (f) OF THE LOK SABHA STARRED QUESTION NO. 464 FOR ANSWER ON 03.04.2025 ASKED BY SHRI MANICKAM TAGORE B AND SHRI VIJAYAKUMAR ALIAS VIJAY VASANTH REGARDING SETTING UP OF DRIVING TRAINING CENTRES.

(a) The Government in Ministry of Road Transport & Highways (MoRTH) implements a central sector scheme for setting up of Institutes of Driving Training and Research (IDTR), Regional Driving Training Centres (RDTCs) and Driving Training Centres (DTCs) in States/UTs. The aim of the scheme is to improve road safety by way of inculcating good driving habits through driving training in systematic and scientific manner, issue of driving licenses based on an objective scientific process of testing skills and employment generation in transport sector.

Till date, total 87 Institutes/Centers have been sanctioned under the scheme so far:

Type of Centre	Sanctioned	Operational
IDTR	31	22
RDTC	15*	2
DTC	41	3
Total	87	27

****including one in principle approved proposal of Karnataka state.***

Central Institute of Road Transport (CIRT), Pune is the Program Monitoring Agency under the scheme. As per report of the CIRT, Pune, a total 9,21,448 trainees were trained at the operational IDTRs during the period from 2015-16 to 2022-23. As per the Program Monitoring Agency's report :

- Increase in the Number of Drivers Trained: The scheme shows a significant increase in the number of trained drivers across various states over the years, indicating the growing reach of the program.**
- Distribution of Training Across States: Different States have varied levels of participation, with some states like Delhi, Haryana and Uttarakhand having higher numbers of trained candidates at the operational IDTRs, while others like Himachal Pradesh and Nagaland have relatively lower numbers.**

- **Yearly Trends:**

- **The total number of trained drivers peaked in 2019-20 with 159,182 candidates.**
- **Thereafter, there was a decrease in the number of candidates trained in 2020-21 and 2021-22 (due to the COVID-19 pandemic and other factors) with the recovery starting to show in 2022-23 with 75,235 candidates.**

(b) To ensure that assistance under the scheme is accessible to all stakeholders, especially those in rural or underserved areas, a robust and well-structured mechanism has been prescribed in the scheme guidelines. The mechanism is designed to reach all regions, prioritizing rural and aspirational districts. Brief of the same is as under:

- 1. IDTR/RDTC Criteria: The criteria for setting up of IDTR and RDTC is based on projected population i.e. one IDTR per 2.5 crore population and one RDTC per 1.00 crore population in the States/UTs. In cases of States/UTs whose project population is less than 1.00 crore and which have not been sanctioned IDTR/RDTC under the scheme so far, are also eligible for sanction of one RDTC per State/UT. The establishment of the Institute of Driving Training and Research (IDTR) is strategically planned so that no IDTR is farther than 8-10 km from the main city or municipal limits. This ensures accessibility to the broader population, including those from rural areas who might otherwise face difficulties in accessing training centers.**
- 2. Driving Training Centers (DTC): To increase the reach of driving training initiatives, the scheme of setting up Driving Training Centers (DTCs) is implemented in all Aspirational districts and other rural areas. Priority is accorded in the first instance for sanctioning one project per district.**
- 3. Additional DTCs based on population Size: For districts with larger population, the scheme allows for the consideration of additional DTCs based on the following criteria:**
 - **One additional DTC for districts with a population between 10 lakh and 20 lakh.**
 - **Two additional DTCs for districts with a population between 20 lakh and 30 lakh.**
 - **Three additional DTCs for districts with a population between 30 lakh and 40 lakh.**

- **Four additional DTCs for districts with a population over 40 lakh.**

Importantly, DTCs are sanctioned in the districts where no IDTR or RDTTC have been sanctioned, ensuring that underserved regions are prioritized for development.

- 4. Eligibility of Entities:** The scheme is open to a variety of entities, such as State Undertakings, NGOs, Trusts, Cooperative Societies, Vehicle Manufacturers, and Firms—essentially any legal entity registered under State or Central Government laws. This broad eligibility ensures that a diverse range of stakeholders, including those with local knowledge and experience, can participate in the development and delivery of the driving training centers, further ensuring that the scheme reaches all corners of the country.

In summary, the mechanism emphasizes inclusivity by prioritizing rural and underserved regions, ensuring accessibility based on population and allowing a wide range of entities to contribute to the implementation of the scheme. This approach aims to provide equal opportunities for driving training, ultimately benefiting all stakeholders, especially in rural areas where access to such services is traditionally limited.

(c) The Government has a robust monitoring mechanism in place to ensure the fair distribution of funds for the implementation of the Scheme. The process is structured to ensure transparency and accountability in the execution of the projects. The key steps involved in the process are as follows:

- 1. Preparation of the Detailed Project Report (DPR):** The first step involves various entities preparing a DPR. This report includes the layout plan as per the Scheme guidelines and the preparation of the Civil Estimate, etc.
 - **Categorical Recommendations:** Proposals are recommended by the Transport Commissioner/Divisional Commissioner/District Collector, as the case may be.
- 2. Scrutiny of DPR by Project Management Agency and Final Recommendation:** The DPR is scrutinized by the Project Management Agency to ensure its alignment with the scheme's objectives. Once the review is complete, the Project Management Agency provides the final recommendation for sanctioning.

(d) There is shortage of trained commercial vehicle drivers in the country. The establishment of these centres provides employment to significant number of persons for operation of IDTRs, RDTCs and DTCs and indirectly creates thousands of jobs in related industries. The establishment of these training centres is expected to:

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- **Increase job opportunities for new drivers.**
- **Reduce gaps in the commercial vehicle driver workforce as demand continues to grow.**
- **Lead to potential growth in employment in related sectors such as logistics, transportation management and vehicle maintenance.**

(e) To ensure the timely implementation of the Scheme across all districts, the following steps are taken:

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- **Coordinate with State Governments, Transport Departments and Implementing Agencies at regular intervals to review the status of the Projects.**
- **Ensure timely disbursement of funds.**
- **Conduct site visits by the Program Monitoring Agency to ensure adherence to standards.**

(f) The scheme has been approved for implementation during the 15th Finance Commission Cycle period i.e. FY 2021-22 to FY 2025-26. Based on the feedback received, the Government has reviewed and revised the scheme guidelines in January, 2025 incorporating some changes such as enhanced central assistance for setting up of DTCs, Training Testing cluster approach, priority to the proposals under the cluster approach, etc.
