

QUALIFICATION FILE – CONTACT DETAILS OF SUBMITTING BODY

Name and address of submitting body: **Automotive Skills Development Council**

**Sat Paul Mittal Building,
1/6, Siri Institutional Area,
August Kranti Marg (Khel Gaon Marg)
New Delhi – 110049**

Name and contact details of individual dealing with the submission

Name: Sunil K Chaturvedi

Position in the organisation: Chief Executive Officer

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List of documents submitted in support of the Qualifications File

1. Qualification Pack :- ASC/Q9705
2. Documents related to QP Development (**Refer to folder “Common Files”**)
 - (i) RFP for NOS Development
 - (ii) Selection of consultant to Develop NOS
 - (iii) Supporting Document from GC meetings
 - (iv) Skill GAP Study report
 - (v) Occupational Map
 - (vi) Career path ways
 - (vii) MOU with Industry
 - (viii) List of Companies participating in QP Development Process
 - (ix) List of Validating Companies

3. QUALIFICATION FILE SUMMARY

Qualification Title	: Taxi Driver (ASC/Q9705)		
Body/bodies which will assess candidates	: ASDC (AUTOMOTIVE SKILLS DEVELOPMENT COUNCIL)		
Body/bodies which will award the certificate for the qualification:	: ASDC (AUTOMOTIVE SKILLS DEVELOPMENT COUNCIL)		
Body which will accredit providers to offer the qualification:	: ASDC (AUTOMOTIVE SKILLS DEVELOPMENT COUNCIL)		
Occupation(s) to which the qualification gives access:	: Taxi Driver (in Road and Transportation)		
Proposed level of the qualification in the NSQF:	Level 4		
Anticipated volume of training/learning required to complete the qualification:	: 220 Hrs (These are only notional number of hours. The training must achieve competency outcomes as define by the QP/NOS)		
Entry requirements / recommendations	: Preferably Class Xth		
Minimum Age	:		
Age LMV=18 Years HCV =minimum 20 years With valid licence from RTO.			
Progression from the qualification	:Ambulance Driver, Dealership Driver		
Planned arrangements for RPL.	: Pilots have been planned exclusive of any training input.		
International Comparability	: Not at this stage		
Formal structure of the qualification			
Title of unit or other component (include any identification code used)	Mandatory/ Optional	Estimated size (learning hours)	Level
ASC/N9703 Ensure road worthiness of vehicle	Mandatory	220 Hrs (These are only notional number of hours. and can vary based on training delivery partners analysis of the candidate profile in the batch)	4
ASC/N9706 Coordinate with control room and reach to the customer pickup point	Mandatory		4
ASC/N9707 Drop the customer safely using the quickest route and collect the applicable fare	Mandatory		4
ASC/N0002. Work effectively in a team	Mandatory		4
ASC/N0012. Practice HSE and security related guidelines	Mandatory		4

Please attach any document giving further detail about the structure of the qualification – eg a Curriculum or Qualification Pack.

Give details of the document here:

Qualification is pack is attached.

SECTION 1

ASSESSMENT

Name of assessment body:

If there will be more than one assessment body for this qualification, give details.

ASDC will conduct assessment through ASDC-accredited assessment agency and ASDC-approved assessors.

- 1 Manipal – City & Guilds Pvt Ltd
- 2 Honda Motor India Pvt. Ltd.
- 3 TATA Motors
- 4 KAMT
- 5 Mettl-Assessment Science Expert
- 6 India Skills Pvt. Ltd.
- 7 Green Arrows Safety Management (P) Ltd.
- 8 The Indian Institute of Welding
- 9 Multi Skills Assessors Guild
- 10 Prima Competencies Pvt. Ltd.
- 11 TRENDSETTERS SKILL ASSESSORS PRIVATE LIMITED
- 12 VR Skill & HR Solutions
- 13 Ace Assessments Pvt. Ltd.
- 14 Cognix Knowledge Services (P) Ltd
- 15 Confederation of Indian Industry
- 16 Skills Mantra Edutech Consulting India Pvt. Ltd.

Will the assessment body be responsible for RPL assessment?

Give details of how RPL assessment for the qualification will be carried out and quality assured.

Yes. Standard assessment process will be followed for the given qualifications.

Describe the overall assessment strategy and specific arrangements which have been put in place to ensure that assessment is always valid, consistent and fair and show that these are in line with the requirements of the NSQF:

Assessment documents:

Quality Assurance - Assessment & Certification

ASDC Certificate is Auto industry's own certificate and the certificate is expected to carry an assurance of quality. Therefore, the certified candidate should be able to demonstrate all round skills as expected by industry standard ie ASDC NOS/QP.

In order to achieve this objective ASDC needed to have an approach that is process driven whereby the outcomes meet the quality objectives and also display consistency.

Certification is the outcome of Assessment Process. The Process in turn is derived from an overall strategy.

ASDC Assessment Strategy

ASDC Assessment Strategy has two components:

- 1 Broad Guidelines provided by NSDC QRC (*Qualifications Registration Committee*)
- 2 ASDC's own *sector specific* overarching strategy, covering all job roles.
 - Any specific assessment approach relating to a particular job role.

- 1 Broad Guidelines provided by NSDC QRC (Qualifications Registration Committee):
 - a. Assessment to be conducted by SSC as per competency output defined in the NOS/QP and the assessment criteria provided in the NOS/QP
 - b. Assessment to be carried out by a third party Assessment Body duly affiliated to the SSC.
 - c. Practical and face to face Viva evaluations, where applicable, to be carried out only by the SSC approved assessor deployed by the Assessing Body deputed by SSC for the given assessment.
 - d. Cut off marks for certification could be in the vicinity of 70% level but individual SSC to refine & modify this criteria to suit the sectorial needs.
 - e. Assessing Body to declare results with due concurrence of the SSC.
- 2 ASDC's own sector specific strategy covering all job roles :
 - 2.1 ASDC assessments will be comprehensive and cover all aspects of acquired knowledge, practical skills and also basic ability to communicate. Accordingly, evaluation process would include:
 - i. Theory/Knowledge test
 - ii. Practical demonstration test
 - iii. Face to Face Viva
 - 2.2 Theory/Knowledge assessment will be carried out on line through a link provided for each assessment that generates a random paper from a bank of questions available at the back end.
 - Exception to an online test in favour of Paper Test would be subject to non-availability of requisite broad band and/or hardware.
 - On line test would be conducted in the presence of an ASDC assessor till web enabled proctoring is deployed.
 - 2.3 ASDC assessor would be conducting Practical and Viva as per the criteria provided in the NOS/QP.
 - 2.4 ASDC assessor would be carrying out Practical assessment for job roles such as in sales by way of role playing method.
 - 2.5 ASDC cut offs for accepting a candidate for certification:

Automotive industry has already attained a level of globalization and is on the way to becoming even more integrated into the global supply chains with a big focus by OEMs on sourcing from India. This translates to expectation of high quality skills. In fact, the global integration process would start putting demands on skill quality standards to be in line with transnational standards.
 - 2.6 Also there is an ever increasing quality demands placed by domestic customers.
 - 2.7 Further, the structuring of our industry is such that the different organizations spread across the OEM, Tier1, 2 manufacturing spectrum are expected to follow common quality standards. Similarly, OEMs and their Dealerships and Service Workshops also require to follow common quality standards. This implies that employees need to follow technical discipline, team work and quality processes.
 - 2.8 ASDC aims to build a quality brand for its certification that clearly meets our industry's expectations.

2.9 The other important consideration is the Level notification by NSQF (National Skills Qualifications Framework) which provides a structure of skills ladder to be followed in the country. This ladder describes the entire skills space to be covered in 10 levels from Level 1 (for mostly menial jobs) and upto Level 10(for mostly strategy level jobs)

2.10 Keeping above points in mind ASDC evolved an acceptance criteria as follows:

- Broadly, overall cut offs to be :

Level 1	60%
Level 2	65%
Level 3	70%
Level 4-10	75%

- Specific Theory/Practical/Viva cut offs to be as per detailed matrix for each QP.

2.11 In line with international practice there is a provision for moderation of marks to account for borderline cases. This process also covers differential moderation possibility across Theory/ Practical/ Viva.

2.12 Moderation could also be necessitated owing to variation between assessors and strictness in marking. This moderation to be carried out by concerned Assessing Body in consultation with ASDC.

2.13 In addition to recording markings of the candidate evaluation, the Assessor will also be recording general observations for every batch as per ASDC format. This record will be useful in carrying out (2.11-2.12) above.

- Any specific assessment approach relating to a particular job role:
 - o ASDC could consider *only* online test for some job roles such as in Design Engineering /Quality
- ASDC assessment process would also provision a suitable re-evaluation mechanism which would offer a fair chance to the TP/candidates for Obtaining an accurate outcome.
- ASDC assessment process would also provision re assessment of a batch in case the TP has enough reason to opt for this on payment of the due assessment fee.

Assessment Process

- ASDC Training Partner will intimate ASDC for readiness of a batch for assessment preferably 15 days before the intended assessment.
- Within 3 working days ASDC will finalize an Assessing Partner for carrying out the assessment
- Assessing Partner will deploy one or more ASDC approved assessor For carrying out the assessment.
- Theory/Knowledge test of the approximate duration of 30-60 minutes will be conducted online for which the online link will be generated by the ASDC Technology Partner and shared with Assessment Partner.
- Online test will be conducted in the presence of ASDC assessor.(ASDC is encouraging development of technology enabled proctoring and when this is ready, the online test could be conducted without requiring human proctoring)
- Exception to an online test in favour of Paper Test would be subject to non-availability of requisite broad band and/or hardware device. Moreover, this could be allowed only after ascertain genuinity of request.
- ASDC assessor would be conducting Practical and Viva as per the criteria provided in the NOS/QP.
- ASDC Assessment Partner will ensure that the assessor to be deployed has complete understanding of the

ASDC Assessment Process and the QP/NOS relevant to the assessment.

- Assessor would be reaching the venue well in time and review and on the ground verify the batch information already provided by TP.
- Assessor will then proceed to conduct the assessment as per ASDC Format starting with the attendance.
- Assessor would be capturing Viva and Practical marks on a device that has ASDC assessment link. Technology systems deployed in ASDC assessment process have provision for instantly capturing assessor evaluations in only the standard NOS/QP aligned format.
- In addition to recording markings of the evaluation, the Assessor will also be recording general observations for every batch as per ASDC format as appended below. This record will be useful in carrying out result review process.

Result Processing

- ASDC Assessment Partner responsible for Technology Platform will convert the assessment data captured by Assessor on the device into result matrix and share the same with ASDC
- ASDC Assessment cell will view the results for compliance to process and / or need for moderation in consultation with the Assessing Partner to arrive at final result for the batch as per ASDC acceptance Criteria.
- Assessing Partner will publish finalized results on data base for viewing of the Training Partner
- ASDC would issue a certificate after due verifications of candidate authenticity by way of a unique identification number such as Aadhaar.
- Certificates will be shared preferably in digital form with Training Partners
- Training Partners would be authorized to distribute certificate to candidates after printing them on a standard sheet as per ASDC template.

Re-evaluation of batch result

- Results once published will be treated as final. However, as per ASDC Assessment Strategy, there is need for provisioning a re-evaluation of results if desired by a TP essentially to cover a case where the TPs internal assessments are at large variance with the results.
- Re-evaluation will be done batch wise.
- ASDC Assessment cell will carry out re-evaluation in two steps:
 - o Check for totalling error, if any
 - o Use statistical tools where required to establish a pattern and extent of borderline cases.
 - o Refer to the Assessor feed back form for the given batch
 - o Use a weightage reference table to establish priority of type of assessment eg Theory or Practical or Viva
 - o Where required, share the findings with Assessment Partner for review and concurrence.
 - o Establish a modified range of acceptance based on above
 - o In case of need for moderation based on assessor level variation, to consult the Assessing Partner/Assessor and facilitate moderated values.

- Re do the results based on above process
- Share the revised results with TP

Quality Assurance & Audit

While the Assessment Process based on a well-defined strategy as above, does have an in built quality assurance, ASDC also has a plan that augments assurance.

This entails a Quality Audit process as defined below :

There will be a 2 tier Audit of the assessment process:

Tier 1 Audit

- 1 ASDC Assessor will be required to submit a report for each assessment carried out. This report will be as per ASDC format as described in the Assessment Process. The format of the report aims to capture details of the Training Delivery process, soft & hard infrastructure, Training of Trainer, industry connect and overall approach to training delivery vis a vis expectations of ASDC QP/NOS.
- 2 Each Assessment Partner is required to carry out and submit Tier 1 audit reports as per a plan and frequency agreed with ASDC.
- 3 ASDC will continuously review the Tier 1 audit reports for any alarming observation or trend.
- 4 ASDC will develop and execute a suitable action plan to redress the situation as deemed necessary for a given case.

Tier 2 Audit

- 1 ASDC to carry out a Tier 2 level Audit as per a plan being developed.
 - a. Tier 2 audit will be carried out by a third party contracted by ASDC for the purpose.
 - b. Tier 2 audit will provide adequate coverage for variables such as Assessing Partner, Assessor, TP and geographical variations.
- 2 ASDC Assessment cell to review audit findings at least once every month or on sos basis.
- 3 Based on review findings as in 2 above, ASDC to decide on a suitable corrective action plan and execute the same.
- 4 ASDC to record directional needs for refinement of Assessment process specially for incorporation of Technology that could enhance reliability and speed of assessments.

Please attach any documents giving further information about assessment and/or RPL.

Give details of the document(s) here:

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ASSESSMENT EVIDENCE

Complete the following grid for each grouping of NOS, assessment unit or other component as listed in the entry on the structure of the qualification on page 1.

CRITERIA FOR ASSESSMENT OF TRAINEES

Taxi Driver Level-4

ASC/Q9705

Guidelines for Assessment

- 1 ASDC Assessments will be carried out as per overall assessment strategy and process given in Section 1.
- 2 Accordingly, ASDC Assessment has three elements: 1. Theory/Knowledge 2. Viva and 3. Practical.
- 3 Theory/Knowledge test will be conducted online (*ref:- point no. 2.2 in section 1 above*).
- 4 Viva, Practical (test will carried out by ASDC approved assessor deployed through ASDC Affiliated Assessment Partner. (*Ref :- point no. 2.3 to 2.4 in section 1*))
5. The Qualification cutoffs will be as per point 2.10 in Section 1 above.

Title of NOS/Unit/Component:

Assessable Outcomes	Assessment criteria	Total Mark	Marks Allocation		
			Theory (Total randomised over all PCs)	Viva	Practical
ASC/N 9703 Ensure road	To be competent , the user/individual must be able				

worthiness of the vehicle (Vehicle road worthiness)	<p>to:</p> <p>PC1. check that the vehicle meets basic legal and compliance related requirements as per :</p> <ul style="list-style-type: none"> the organization guidelines e.g. rule books of STUs CMVR guidelines from MoRTH and other guidelines issued by Road Transport Authorities like RTOs any other safety, security and environmental guidelines <p>PC2. check vehicle service record indicative of any history of technical defects or immediate need for servicing like oil/filter change</p> <p>PC3. record all deviations observed while carrying out PC1 and PC2</p> <p>PC4. record any other deviations observed during the trip</p>			3	7
				3	7
				5	10
Basic technical check before the trip	<p>To be competent , the user/individual must be able to:</p> <p>PC1. supervise and ensure all basic technical checks have been carried out as per standard organization check list /procedure</p>			3	7
Escalation of technical problem	<p>To be competent , the user/individual must be able to:</p> <p>PC1. report actual or possible defects to the senior driver or supervisor in enough detail so they can diagnose the problem</p> <p>PC2. in consultation with superiors conclude about the road worthiness of vehicle and if found unfit to decide to use another vehicle.</p>			3	7
				5	15
ASC/N 9706 Co-ordinate with control room & reach the pick up point (Compliance to duty)	<p>To be competent, the user/individual on the job must be able to:</p> <p>PC1. report to duty on time as per the schedule</p> <p>PC2. log into the MCT system when starting the vehicle for the day</p> <p>PC3. comply to duty closure procedure on completion of responsibilities for the day</p>			5	10
				10	10
Control room coordination	<p>To be competent, the user/individual on the job must be able to:</p> <p>PC1. communicating the status of previous journey completion to the control room</p> <p>PC2. continuously contact the control room using</p>			5	5

	<p>MCT for getting details for the pickup passenger on the display screen for next trip based on the current location tracked through in-built GPS</p> <p>PC3. intimating the control room post dropping of the passenger at the desired destination</p>			5	10
				5	5
Escalation of problems	<p>To be competent, the user/individual on the job must be able to:</p> <p>PC1. inform about the inability to reach to pickup point in case of traffic jams or vehicle breakdown</p> <p>PC2. inform about incidents (accidents, break downs etc.) during the day if any and also about minor altercation between passengers / public / officials</p>			10	20
ASC/N 9707 Drop the customer safely (Conformance to standard driving practices)	<p>To be competent, the user/individual on the job must be able to:</p> <p>PC1. confirm all checks have been carried out for road worthiness of the vehicle.</p> <p>PC2. confirm all papers and documents including driving license, vehicle documents and documents related to goods etc are available.</p>			3	7
	<p>PC3. start the vehicle and before moving re confirm all gauges are functioning including MCT and in built navigation system if available.</p> <p>PC4. after starting but within few meters of moving to check the brakes.</p> <p>PC5. change gear smoothly and in good time; coordinate the change of gears with steering control and acceleration</p> <p>PC6. use the accelerator, steering control and brakes correctly to regulate speed and bring the vehicle to a stop safely</p> <p>PC7. coordinate the operation of all controls to manoeuvre the vehicle safely and responsibly in all weather and road conditions in forward gear. In reverse gear to take help of assistant.</p> <p>PC8. use the windows, wipers, demisters and climate and ventilation controls so that you can see clearly</p> <p>PC9. monitor and respond correctly to gauges, warning lights and other aids when driving</p> <p>PC10. in case of any malfunctioning or breakdown, to immediately attend to the problem by :</p> <ul style="list-style-type: none"> -stopping the vehicle at a safe place -carrying out a quick diagnostic check -carrying out minor adjustments or temporary repairs if possible -asking for help in case of major problems by 			16	24
				3	7

	<p>accurately reporting the exact nature of problem so that adequate help is made available</p> <ul style="list-style-type: none"> at all times while driving to practice good driving habits of gear change, acceleration and braking to ensure obtaining maximum fuel efficiency. <p>PC 11. check the working of MCT and in-built GPS system</p>			2	3
Picking and dropping passenger and fare collection	<p>To be competent, the user/individual on the job must be able to</p> <p>PC 12. after reaching the pick- up point, confirm the name with the customer and greet the customer appropriately</p> <p>PC.13 load the passenger's luggage (if any) in the boot of the vehicle</p> <p>PC 14. offer help for boarding to elderly or differently abled customers</p> <p>PC 15. start the engine, wear seat belt, ensure that front row passenger also wears the belt. Ensure that all doors are locked. Point out to customer any newspapers, magazines, entertainment media available on vehicle.</p> <p>PC 16. check with the passenger about his destination and start the taxi fare meter and show the starting reading to the customer</p> <p>PC 17. select the destination route of the passenger considering the traffic condition and distance</p> <p>PC.18start and adjust air conditioning and ventilation as per customer requirement.</p> <p>PC19 tune in to radio station channels as per customer choice</p> <p>PC 20. drive through the selected route without violating any traffic norms</p> <p>PC 21 If unsure about the route stop and ask for directions from locals</p> <p>PC22 avoid unnecessary honking and avoid using high beam lights in city</p> <p>PC 23 en- route, pay toll charges if any, and collect from customer alongwith fare</p> <p>PC 24 not use mobile phone while driving</p> <p>PC 25 not indulge in unnecessary talk with customer and specially avoid topics involving politics or communal issues.</p> <p>PC 26 point out any landmark on the route to an out station customer</p>			22	33
				2	3
				3	7

	<p>PC 27 stop the vehicle and the fare meter and help customers in de-boarding safely taking special care in case of elderly and differently abled.</p> <p>PC 28. collect the fare based on the reading that is displayed on the meter or based on fare prior settled with customer. Fare may be collected in cash or by swiping credit card as the case may be. Be sure to return balance change to customer strictly as per fare calculations.</p>			14	21
	<p>PC. 29 not demand any tips but accept thankfully if the customer offers</p> <p>PC 30 unload the luggage from the boot of vehicle and hand it over to the passenger</p> <p>PC 31 wish the customer appropriately before parting</p>				
Conformance to traffic regulation	<p>To be competent, the user/individual on the job must be able to:</p> <p>PC 32. Observe conformance to state specific traffic regulations such as</p> <ul style="list-style-type: none"> ▪ change lanes safely at appropriate speed and observing traffic conditions ▪ overtake other road users legally, safely and by using correct signaling ▪ at all times observe the speed and distance in relation to vehicles ahead, behind and on the sides and maintain a safe distance from other vehicles. ▪ signal your intentions correctly to other road users within a safe, systematic routine ▪ respond appropriately to all permanent and temporary traffic signals, signs and road markings as well as hand signals of traffic policeman. ▪ use indicators and arm signals to signal intentions as per the traffic requirements ▪ Use the parking light when stationary, where needed ▪ select a safe, legal and convenient place to stop; secure the vehicle safely on gradients using hand brakes and wheel choke ▪ check for oncoming cyclists, pedestrians and other traffic before opening your door ▪ remain calm and composed during difficult situations like traffic jam, accidents and strictly avoid any feud with fellow commuters and other public. 			3	7

General conduct on the road	To be competent, the user/individual on the job must be able to: PC 33 Give preference and right of road usage to children, elderly and differently abled. Comply with any related rules, regulations and practices for handling general public issues as well as show consideration towards stray animals.			2	3
ASC/N 0002 Work effectively in a team (C. Compulsory)	To be competent, the user/individual on the job must be able to: PC1. maintain clear communication with colleagues PC2. work with colleagues PC3. pass on information to colleagues in line with organisational requirements PC4. work in ways that show respect for colleagues PC5. carry out commitments made to colleagues PC6. let colleagues know in good time if cannot carry out commitments, explaining the reasons PC7. identify problems in working with colleagues and take the initiative to solve these problems PC8. follow the organisation's policies and procedures for working with colleagues PC9. ability to share resources with other members as per priority of tasks			4 16	6 24
ASC/N 0012 Practice HSE & security related guidelines (Communicating potential accident points)	To be competent, the user/individual on the job must be able to: PC1. spot and report potential safety issues while driving PC2. follow rules and regulations laid down by transport authorities PC3. follow company policy and rules to avoid safety, health and environmental problems			2 4	5 6
Cleanliness and hygiene	To be competent, the user/individual on the job must be able to: PC4. ensure cleanliness of vehicle PC5. escalate issues related to cleanliness and hygiene issues to concern department PC6. escalate issues related to hazardous material (if not reported in case of goods transport) to concerned authority – internal and external			3 5	5 5
Limit damage to people/client and public	To be competent, the user/individual on the job must be able to: PC7. take immediate and effective action to limit				

	<p>the danger or damage, without increasing the danger or threat to yourself or others</p> <p>PC8. follow instructions or guidelines for limiting danger or damage</p> <p>PC9. escalate the issue immediately if you cannot deal effectively with the danger</p> <p>PC10. give clear information or instructions to others to allow them to take appropriate action</p> <p>PC11. record and report details of the danger in line with operator guidelines</p> <p>PC12. report any difficulties you have keeping to your organization's health and safety instructions or guidelines, giving full and accurate details</p> <p>PC13. Check the exhaust as per the recommended guideline and ensure the vehicle is meeting the emission norms. In case not get the vehicle re-tuned/ adjusted.</p> <p>PC14. Get the waste from routine cleaning, changed spare parts etc. disposed off as per environmental norms.</p>			16	24
	Total	515	30	182	303
Means of assessment 1: Theory/Knowledge test to be carried out online for which question paper is generated by the computer from the question bank repository. Only in an exceptional case where connectivity and hardware availability is a challenge, the same would be carried out in pen and paper mode after due approval (Please refer section 1)					
Means of assessment 2:- Viva / face to face interview and practical test to be carried out by ASDC assessor as per the QP Assessment Criteria. (Please refer section 1)					
<p>cut off criteria for certification (<i>Marks obtained in %</i>):</p> <div style="border: 1px solid black; display: inline-block; padding: 2px 10px;">75</div> <p>*based on weighted %</p>					

SECTION 2

EVIDENCE OF NEED

What evidence is there that the qualification is needed?

This job role was identified during industry engagement for development of Occupational Map.

The total number of industry validations for this QP are:

Large =10

Medium=10

Small=11

(Details of the Industry validation are attached in Common Files)

What is the estimated uptake of this qualification and what is the basis of this estimate?

Skill GAP analysis carried out by a reputed research agency provided a broad estimate of demand. The report can be referred in the Common Files. ASDC is taking initiative to develop a labour market information database that would peg the demand more accurately- job role wise as well as based on geographical spread. Key enabler segments for the core segments of the Automotive Industry include Auto Insurance, Financiers, Mechanics, and Auto Dealers etc.

Based on the current growth profile in the Indian auto Industry, it is expected that an additional 2~2.5 million employment opportunities per annum will be created in the Indian auto industry over the next decade. The details below provide the manpower requirement at various levels:

- Skill Level 1 – 4 , people, Demand for such manpower is expected to be around 15 – 18 lakh per annum.
- Skill Level 5 -6 people working as supervisors on the shop floor. Demand for such manpower if expected to be around 4 lakh per annum.
- Skill Level 5- 7 people includes primarily engineers (B.E., M. Tech., MS), working in managerial grade, and demand for such manpower is expected to be around 1 lakh per annum.
- Skill Level 6-10 people are executives, including engineers and doctorates, and demand for such manpower is expected to be around 0.5 lakh per annum.

What steps were taken to ensure that the qualification(s) does/do not duplicate already existing or planned qualifications in the NSQF?

Qualifications Registry Committee's process of screening ensures no duplication.

What arrangements are in place to monitor and review the qualification(s)? What data will be used and at what point will the qualification(s) be revised or updated?

Review date 30/07/15

SECTION 3

SUMMARY EVIDENCE OF LEVEL

Summary of Direct Evidence (from learning outcomes): Helps reach people reach destinations in cities in private hired vehicles

Justify the NSQF level allocated to the QP by building upon the five descriptors of NSQF. Explain the reasons for allocating the level to the QP.

Generic NOS is/are linked to the overall authority attached to the job role.

Taxi Driver ASC/ Q 9705					
Process required	Professional Knowledge	Professional Skills	Core Skills	Responsibility	Level
The individual must be able to work in familiar, predictable, routine situations of clear choice ensuring compliance to duty reporting, intimating the Depot/Branch Office on completion of given schedule	<p>The individual on the job needs to know and understand company's Regulations & Norms by regulatory bodies & organization;</p> <p>dealing with break downs and emergencies for the vehicles being used;</p> <p>route planning information system if any route knowledge within each city</p> <p>MCT system components and its functioning</p> <p>knowledge of vehicle tracking technologies like GPS</p>	<p>The individual on the job needs to recall and demonstrate practical skill in routine and repetitive narrow range viz. driving safely and dropping the passengers by taking the quickest route; collecting the requisite fare and complete transaction on system.</p> <p>Decision making in emergency situations</p>	<p>The individual on the job needs to know and understand how to fill in complaints pertaining to the vehicle which needs depot officers attention;</p> <p>keep abreast by reading about new policies at an organization level;</p> <p>read and understand technical standards of vehicle operation in terms of various control systems in vehicle;</p> <p>document technical issues pertaining to vehicle</p> <p>Learning about new vehicles & its systems</p>	<p>The individual is responsible for own work to drive safely on the assigned route for the allocated trips, maintain the vehicle and its documentation .</p> <p>Responsible to communicate with people in the course of the duty of transporting people.</p> <p>Responsible for commercial transactions directly or through system.</p>	4
Level 4	Level 4	Level 4	Level 4	Level 4	Level 4

SECTION 4

EVIDENCE OF RECOGNITION OR PROGRESSION

What steps have been taken in the design of this or other qualifications to ensure that there is a clear path to other qualifications in this sector?

Occupational and career maps indicating horizontal and vertical mobility have been created and are being

used.

Please attach any documents giving further information about any of the topics above.

Give details of the document(s) here:

List of Annexure(s)

Annexure A = Cutoffs

Annexure B= Accredited Assessment Agencies Guidelines