

GOVERNMENT OF INDIA
MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES
DEPARTMENT OF HEAVY INDUSTRY

RAJYA SABHA
UNSTARRED QUESTION NO.1311
TO BE ANSWERED ON 05.05.2016

Progress of projects under NATRIP

1311. SHRI AAYANUR MANJUNATHA:

Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

- (a) the details of the progress made under the National Automotive Testing and R&D Infrastructure Project (NATRIP) project during the last three years and the current year;
- (b) whether the date for completion of the project has been extended over the years;
- (c) if so, the details thereof and the reasons therefor;
- (d) the details of facilities currently provided under the NATRIP; and
- (e) the details of all the facilities envisaged to be part of NATRIP that are in various stages of planning and the expected timelines for their commissioning?

ANSWER

**MINISTER OF STATE IN THE MINISTRY OF HEAVY INDUSTRIES AND
PUBLIC ENTERPRISES (SHRI G.M. SIDDESHWARA)**

- (a) : The details are at Annexure-I.
- (b) & (c): Yes, Sir. Reasons for extension of the project are enclosed at Annexure-II.
- (d) & (e): The details are at Annexure-III.

Annexure I

The details of the progress made under the National Automotive Testing and R&D Infrastructure Project (NATRiP) during the last three years and the current year and completion outlook based on the progress made so far

Facility	ARAI Pune	ICAT Manesar	GARC Chennai	NATRAX Indore
Passive Safety Lab	Completed	Nov'2016	Sep'2017	NA
EMC Lab	NA	May'2016	Mar' 2017	NA
Powertrain Lab	Completed	Completed	May' 2017	Completed
Fatigue & Certification Lab	Completed	Completed	Completed	NA
Test Tracks	NA	Dec'2017	Apr'2016	HST - June' 2019 OTT - Dec'2017
Vehicle Dynamics Lab	NA	NA	NA	Completed
Noise, Vibration & Harshness Lab	NA	Aug'2016	NA	NA

(NA = Not Applicable)

Reasons for extension of NATRiP Project

NATRiP project has been extended by CCEA on 21st May, 2015 upto Dec-2017. The NATRiP project faced many difficulties due to lack of expertise and skilled manpower in installing such facilities in India. Some of the major drawbacks of slow progress of NATRiP are as below-

- a) Absence of Global Consultant M/s IDIADA since 2009. Technical details based upon which IDIADA had conceptualised the facilities as well as integration issues due to splitting up of tenders into several smaller components required detailed technical designing led the project to multiple technical issues.
- b) Lack of expertise & trained and limited skill set of available manpower in Contract management, installation and commissioning of facilities planned under NATRiP in the country. NATRIP was envisaged to be the PIU (Project Implementation Unit) and GC as PIB (Project Implementation Board) with Global Consultant giving all technical inputs from design and conceptualization to execution and commissioning of facilities. Hence, NATRIP continues to be a lean organization in terms of manpower.
- c) Lack of Continuous retention of manpower including top NATRIP officials for the complete project period. Project suffered slow progress due to absence of CEO&PD, Dir. Technical and Dir. Finance for long periods of time. The regular post of CEO&PD was vacant from Oct'2007 to April 2009 and from Jan-2011 to Sep-2012, the post of Dir. Finance was vacant from May-2009 to Oct-2013, the post of Dir. Tech is vacant from June-2009 however additional charge has given to Dir. ICAT. Many other post are also vacant in NATRiP in-spite of many re-advertisements due to low emoluments given to employees in comparison to Auto Industry. The nature of the project itself being temporary in nature all posts except those of officials on deputation from the Govt. are contractual in nature. Contractual posts are also coterminous with the project duration which has been extended from time to time but due to uncertainties involved in the process, project has seen attrition of many competent and trained officials to the private sector.
- d) Contractual issues with Civil and equipment contractors- Delays in resolution and integration of technical issues across multiple contracts led to project delays and contractual disputes.
- e) Delay in approval of Revised cost estimates-II, process for which started within NATRIP in July 2012 soon after receiving of the approvals for RCE-I in April 2011.
- f) Delay in acquisition of land at various sites of NATRiP due to encumbrances and delay in receiving necessary clearances.

Details of automotive testing & homologation facilities under NATRiP (statewise) along with achievements made & completion outlook

Facility	VRDE Ahmednagar	NIAIMT Silchar	NCVRS Raebareli	ARAI Pune	ICAT Manesar	GARC Chennai	NATRAX Indore
Passive Safety Lab	NA	NA	NA	Completed	Nov'2016	Sep'2017	NA
EMC Lab	Completed	NA	NA	NA	May'2016	Mar' 2017	NA
Powertrain Lab	NA	NA	24 months after possession of land	Completed	Completed	May' 2017	Completed
Fatigue & Certification Lab	NA	NA		Completed	Completed	Completed	NA
Test Tracks	Completed	Completed		NA	Dec'2017	Apr'2016	HST – June' 2019 OTT – Dec'2017
Model I&M Mechanics Training Centre	NA	Completed	NA	NA	NA	NA	NA
Vehicle Dynamics Lab	NA	NA	NA	NA	NA	NA	Completed
Noise, Vibration & Harshness Lab	NA	NA	NA	NA	Aug'2016	NA	NA
Accident Data Analysis Centre	NA	NA	Completed	NA	NA	NA	NA

(NA = Not Applicable)
