



# Indian Wind Power

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# Hard Road to Travel for Wind Logistics in India



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Wind turbine transportation though have been happening in India for the past few decades, the transportation of wind energy equipment becomes super ODC Cargo a decade ago, after India started to embracing multi-megawatt turbines.

A decade back, it was quite common to witness the wide eyed curious onlookers on highways, at towns and villages, who stopped their work and watch the transportation of wind energy super ODC components like rotor blades, nacelle assemblies, generator assemblies, tubular tower sections etc. with so much of excitement and animated talk. Now, however big the size of component, most of the people look at this as nuisance on the highway and villages which is slowing down their journey and some people who live in the remote villages consider this as God send opportunity for them to make money by stopping and preventing the transportation of wind components through their village roads and unused agricultural lands.

People approach, opinion and expectation on multi-Megawatt turbines had gone a sea change in decade period but the harassment at the hands of check post, RTO, sales tax, police, toll gate, highway robberies and stealing of diesel, tyres, money, miscreants damaging the vehicles etc. are increased in greater phenomenon, which prevents the reputed transporters to enter in to the transportation of wind turbine super ODC components within India.

Today in India the transportation policy and guidelines are framed by the Central Government but the interpretation of Central Government guidelines and implementation are rests with the respective State Governments. This arrangement enables the State Governments to generate direct revenue but contributes delay in free vehicles movements across India. This especially affects the wind Industry super ODC Components very badly.

Today in India to operate commercial vehicle the owner/company has to apply mother tax (handled by State Government) for quarterly, half-yearly or annually and to operate within India need to apply for National Permit (valid for 5 years and handled by Central Government) and

to carry cargo from one state to another state one need to apply for multi-state permits (valid for 1 year and handled by the Central Government), Fitness certificate can be obtained from State Governments and insurance need to get every year from the insurance companies.

On receipt of above document, when commercial vehicles move on the road, they are subjected to overload and over-dimension rules framed by the State Governments. At present the Governments are allowing the mechanical vehicles to carry maximum GVW of 49 Metric Ton including trailer-tractor weight. Though, the Government intention is good in ensuring the distribution of weights in multiple axles and the prevention of road damage by halting and confiscating over load vehicles, Government is yet to come on grip the development happening in wind industry. Wind energy generator assemblies, nacelle assemblies and bottom tower sections weighs more than Governments permitted limit of 49 Metric Ton maximum load on multi-axles.

Transportation of such super ODC wind components are subjected to delay at check posts, confiscation of vehicles, levy of penalty, palming the grease etc.

The Government of India is promoting renewable energy aggressively and sets an ambitious target of 5000 MW for wind energy and with this, the estimated road transportation cost would be about Rs. 2000 Crores. The transportation of super ODC cargo would also spurs the employment opportunity for skilled and unskilled manpower in transportation sector.

At present in India the road infrastructure is definitely much better than what was available in 20 years back. Transportation of generalised cargo is lot easier now but super ODC cargo or project cargo transportation still faces the vertical and horizontal challenges. Our road infrastructure should be made future ready and dedicated freight lane must be created on national highways. The dedicated freight lane should be capable for transportation of project cargos and super ODC cargos without any height or width restrictions.

The Governments does not have complete data with regard to number and type of vehicles plying on National and State Highways. These data would enable the Governments to analyse the frequent spots where accidents and incidents are regularly taking place and to create modifications on road infrastructure to accommodate the requirements of regular vehicles plying on the road. These data enable the project cargo mover to do proper route planning before starting to move the project cargo on planned route.

The Central Government has taken a policy decision recently that to create road network across India, matching the European standard. In connection with this they have mooted that all the project cargos which can be transported in modular hydraulic trailers can obtain road permission online. Though, this is an excellent move by the present Central Government in bailing out the heavy haul cargo transporters to transport the project cargo on Indian roads much easier than the few months back.

Transport of wind equipment through modular hydraulic Trailers will not provide immediate relief to the wind components movement. Primarily in India, all the project cargo is being moved in mechanical trailers and lot of fleet suiting to wind industry are available in adequate numbers. Whereas, the modular hydraulic trailers are available in

limited number and good quality modular hydraulic axles need to be imported to beef-up the fleet supply. This requires huge investment.

In wind industry, the users of these fleets expect the Government to permit to create goose neck trailer with 5 hydraulic axles. This would require very less investment and minimum modifications on existing fleets and also this would enable the modified vehicle to carry maximum of 100 Metric Ton load on Indian roads. Thus, we can prevent the road damages and equal distribution of cargo weight on all axles and freight cost will also not shoot up and delay at check posts can be drastically reduced.

India has got huge population and plenty of manpower available. Unfortunately, the shortage of skilled drivers is prevalent for quite a long period. Government and private sector must come together to create an academy to train driver crew to drive all kinds of heavy haul fleet.

The Government should also consider providing concession or removal of toll gate fee to the vehicles carrying wind energy equipment across India. This would reduce minimum 10 % of existing freight cost of wind equipment transportation across India.

