

CHAPTER 12

TRANSPORT AND COMMUNICATION

12.01 A well developed network of transport and communication is a basic infrastructural prerequisite for achieving rapid economic development. Adequacy of infrastructure in transport and communication sector is crucial for attracting investment. The ongoing economic reforms, therefore, attach high priority to development of transport and communication infrastructure. The Industrial Policy, 1996 accords special priority to infrastructural development which in turn would facilitate flow of funds for large investments in the industrial sector. Development of transportation infrastructure is also essential for marketing of agricultural products and enabling the farmers to get a fair price.

ROADS

12.02 In absence of adequate internal rail linkages, roads are the major means of transportation in the State. The total road length in the State was 2,38,034 km as on 31.03.2003. The roads of different categories in the State include 3,193 km of National Highways, 30 km of State Express Ways, 5,014 km of State Highways, 3,288 km of Major District Roads (MDR), 6,138 km of Other District Roads (ODR), 3,338 km of Classified Village Roads (CVR), 25,027 km of Village Roads, 20,324 km of Panchayat Samiti Roads, 1,39,942 km of GP Roads, 7,242 km of Forest Roads, 18,132 km of Urban Roads, 6,277 km of Irrigation Roads and 88 km of GRIDCO Roads.

12.03 All-weather connectivity to every village is necessary for improving the quality of life and economic conditions in rural areas. Rural connectivity has been identified as one of the basic minimum services for development of agriculture and the rural economy and the State Government have accorded high priority to this sector. According to estimates available with the Planning Commission, about 40% of villages in Orissa have all-weather connectivity as compared to 60% at the national level. The Pradhan Mantri Gram Sadak Yojana (PMGSY) aims at improving all-weather rural connectivity.

12.04 Pradhan Mantri Grama Sadak Yojana (PMGSY) Phase-1 scheme is being implemented in the State. Since 2000-01 Government of India have sanctioned an amount of Rs.179.70 crore under this scheme for construction/improvement of 574 roads. Due to non availability of adequate land and other problems, 53 roads could not be feasible. Out of the

balance work, 440 roads comprising of 873.149 Kms have been completed by the end of November,2003 with an expenditure of Rs.154.44 crore. The balance work is in progress and expected to be completed by the end of March,2004.

12.05 Pradhan Mantry Grama Sadak Jojana, ph-II comprising of 652 numbers of roads with allocation of Rs.350.00 crore is being implemented in the State since 2001-02. Out of these, 17 number of roads could not be implemented due to non availability of adequate land and other problems. Out of the balance work, 266 number of roads comprising 893.137 Kms. have been completed by the end of November,2003 with an expenditure of Rs.253.26 crore. The balance work is in progress and targeted to be completed by the end of March,2004. MORD, Government of India have cleared the proposal for taking up 347 number of roads comprising of 998 Kms with an investment of Rs.183.55 crore during 2003-04 under PMGSY-ph-III scheme.

12.06 The Works Department of Government of Orissa is in charge of improvement of roads, construction of bridges, construction of Government Buildings, maintenance and repair of National Highways, State Highways, Major District Roads and Other District Roads and bridges on these roads and maintenance and repair of Government residential and non-residential buildings. During the Ninth Five Year Plan i.e. 1997-98 to 2001-02 it has constructed 104 bridges and 341 kms of roads were improved like metaling, black topping, widening etc. with an expenditure of Rs.313.53 crore including 43 bridges and 100 kms of roads in TSP areas with an expenditure of Rs.106.75 crore. The main thrust of Tenth Five Year Plan of Works Department is to take up the projects which would yield quick results on priority basis. It has been targeted to complete 27 numbers of approach roads of the completed bridges, to complete 106 numbers of bridges and to improve 1300 Kms of roads during Tenth Plan period and the outlay under road development programme during the Tenth Plan period was estimated at Rs.1207.53 crore. During 2002-03, it was targeted to complete 10 number of ongoing bridges, 27 number of approach roads of the completed bridges, improvement of 200 Kms of road along with progress of other on-going bridges and roads including construction of R.O.B. at Lanjipalli and Poonamagate, Bhubaneswar (44 Nos) with revised outlay of Rs.169.51 crore. As against this construction of six numbers of bridges, approach roads to 21 completed bridges, improvement of 173 Kms of roads were made and 98 bridges were in progress with an expenditure of Rs.130.96 crore.

12.07 NABARD has sanctioned a sum of Rs.291.19 crore as loan assistance for 110 number of bridges and road projects by the end of 2001-02 under RIDF-I to VII. Out of these, 41 projects were completed by the end of 2001-02 and the remaining 69 nos. were spilled over to 2002-03. During 2002-03, NABARD has sanctioned loan assistance amounting to Rs.82.87 crore for 23 number of projects under RIDF-VIII. Further a sum of Rs.112.36 crore was provided by NABARD for ongoing and new works during the same year out of which Rs.77.77 crore was utilized. The significant achievement under this scheme is opening of bridges over river Mahanadi at Sidhamula and Boudh to traffic and completion of the bridge at Sonepur. A sum of Rs.100.54 crore is proposed under NABARD scheme for 2003-04 for taking up construction of all ongoing and new sanctioned projects.

NATIONAL HIGHWAYS

12.08 At present there are 12 numbers of National Highways in the State covering a total length of 3,193 kms passing through 25 districts. Out of 3,193 kms, the portion of NH-5 for 389 kms and the entire NH-60 for 53 kms totaling to 442 kms have been handed over to National Highways Authority of India (NHAI) for its improvement under National Highways Development Project (NHDP). Under Golden Quadrilateral Project four major Metropolitan cities of India are going to be connected by four lane road. Accordingly NHAI has taken up 4 laning work of NH-5 from Balasore to Icchapuram and NH-60 (Balasore - Laxmannath).

12.09 The stretches of NH-5 from Km 0 / 0 to 27 / 80 (Bhubaneswar to Jagatpur) has been widened to four lane under World Bank Assistance at an estimated cost of Rs.218.41 crore and has been opened to traffic in September, 2000. Information about allotment and expenditure incurred on different NHs in the State for the last five year is presented in Table 12.1.

Table 12.1

Allotment of Funds and Expenditure for development of National Highways in Orissa

(Rs. in crore)

Year	Allotment		Expenditure	
	Original	Repair	Original	Repair
1	2	3	4	5
1997-98	28.25	25.22	28.25	25.22
1998-99	42.26	27.61	42.26	27.61

1999-00	40.28	49.38	40.28	49.38
2000-01	67.99	42.77	67.99	42.77
2001-02	61.40	48.68	61.40	48.68
2002-03	45.32	42.36	45.32	42.36

Source : Chief Engineer, N.H., Bhubaneswar

12.10 It has been proposed to upgrade 12 existing State Highways comprising of 1,505 kms to National Highways in view of their importance. The proposal has been placed before the Ministry of Road Transport and Highways, Govt. of India for approval. These twelve roads are Jagatpur - Kendrapara – Chandbali – Bhadrak (152.18 kms), Sambalpur – Rourkela (162.50 kms), Phulnakhara – Konark – Puri (104.00 kms), Cuttack – Paradeep (82.00 kms), Berhampur – Koraput (313.60 kms), Khurda – Bolangir (297.50 kms), Puri – Satapada Via-Brahmagiri (49.00 kms), Joshipur –Tiring Jamshedpur (73. 60 kms), Kuakhia-Jajpur-Aradi-Bhadrak(92.50 Kms), Karamdihi-Sabdega-Tulsara-Luhakara Road (37.00 Kms), Kukurbhuka-Laxmiposh-Salengabahel Road(31.00 Kms) and Rourkela-Raimahal-Kanibahal Road (111.00 Kms). In the mean time Government of India have declared the following State Highways as new National Highways. 1. Khurda-Nayagarh-Bolangir (as N.H. 224), 2. Puri to Satpada (as N.H. 203 A), 3. Puri to Konark as extension of N.H. 203 and 4. Ranchi- Khunti - Murhu-Chakardharpur-Chaibasa-Jauitgarh-Parsora near N.H. 215 as extension of N.H. 75.

12.11 Besides the above, Govt. of Orissa have started preliminary works for providing a coastal highway connecting the important locations along the coast line of Bay of Bengal linking Andhra Pradesh in south and West Bengal in north. The proposed coast line road will extend over a length of about 574 Kms from Gopalpur in Ganjam district of Orissa to Digha in Medinapur district of West Bengal. This road is envisaged to be executed with assistance from Government of Norway. Preliminary feasibility report for construction of the said coast line road has been prepared by Sheladia Associates and Consultants (India) Pvt. Ltd.

ROAD TRANSPORT

12.12 The number of motor vehicles on road of all categories in the State increased from 9,86,555 in 2001-02 to 11,21,070 in 2002-03 registering a growth of 13.63%. During 1991, the number of vehicles in the State per square km was 2.0 and per thousand population 9.8 which has increased to 7.2 and 29.9 respectively during 2003. Among the 26

transport regions in the State, the number of vehicles on road in Bhubaneswar region was highest (23,12,42) followed by Cuttack (1,43,954) and Rourkela (1,32,521) during 2002-03.

12.13 The Orissa State Road Transport Corporation (OSRTC) , some urban local bodies and private bus operators were catering to the travelling needs of people with 4,946 buses in the State during 2002 - 03. During 1991, the number of buses available per lakh population was 9 which increased to 13 during 2003. Similarly, the number of goods vehicles available per lakh population increased from 84 during 1991 to 230 during 2003. Table 12.2 presents information on different types of motor vehicles on road in Orissa during the period 1999-00 to 2002-03.

Table 12.2
Motor Vehicles on Road in Orissa

Sl. No.	Type of Vehicles	Number as on				Percentage increase over 2001-02
		31.3.2000	31.3.2001	31.3.2002	31.3.2003	
1	2	3	4	5	6	7
1.	Goods vehicle	60,059	67,743	77,147	84,268	9.23
2.	Public/private bus	4,372	4,499	4,787	4,946	3.32
3.	Motor car/jeep/taxi	45,660	51,979	58,670	66,691	13.67
4.	Auto rickshaw	5,561	6,187	8,787	11,310	28.70
5.	Motor cycle/scooter/ mopeds	6,54,114	7,35,742	8,26,548	9,43,178	14.11
6.	Others	9,025	9,217	10,616	10,677	0.57
Total		7,78,791	8,75,367	9,86,555	11,21,070	13.63

Source : State Transport Authority, Orissa, Cuttack.

(Goods vehicles include Trucks, Lorries, Three wheelers, Tractors and Trailors etc., Others includes Trekkers)

12.14 Collection of motor vehicle revenue went up substantially because of introduction of one time tax on two wheelers with effect from 1.6.1989 and its extension to private cars/jeeps etc. from 1.12.1990. Besides, the State Government have also enhanced the fees in respect of the registration of attractive registration number by amending rule 14(3) of the OMV Rule,1993. During 2002-03, a sum of Rs.259.98 crore was collected towards motor vehicle revenue against Rs.216.55 crore collected during 2001-02 showing an increase of 20.06%. Border check-gates play an important role in collection of motor vehicle revenue. During 2002-03, an amount of Rs.275.00 crore was collected by 26 border check-gates as against Rs.57.63 crore collected in 2001-02. During 2001-02, 64.797 offences were detected under the Motor Vehicles Act by the enforcement wing and an amount of Rs.17.72 crore was collected towards fine as against Rs.11.98 crore collected in 58,821 cases during previous year.

AUTOMOBILE EMISSION

12.15 Automobile emission is a hazard for the environment of major towns in the State such as Cuttack, Bhubaneswar, Sambalpur, Rourkela and Berhampur. The State Government have made the Pollution Under Control (PUC) certificate obligatory for all categories of vehicles since 1997. By the end of 2002-03, 45 Pollution Testing Centres in different parts of the State have been set up to check auto emission levels and to issue PUC certificates to different categories of vehicles. Other preventive measures like use of gas analysers and catalytic converters and use of unleaded petrol in two and four wheelers have been initiated by the State Government to minimize the hazards of vehicular pollution.

ROAD ACCIDENTS

12.16 Table 12.3 shows the number of road accidents in the State and deaths caused by road accidents. During 2002, there were 6,827 road accidents in the State with 2,171 reported deaths against 6,390 road accidents and 1,925 deaths during the previous year. The State Government have constituted the new Motor Accident Claims Tribunals for adjudicating upon the claims for compensation in respect of accidents involving death or bodily injury to persons arising out of the use of motor vehicles or damages to any property of a third party. As a part of generation of awareness campaign on road safety and to mitigate road accidents, "Road Safety Week" is being observed throughout the State. The State Government also involves NGOs in this programme.

Table 12.3***Number of Road Accidents and Deaths in Orissa***

Sl. No.	Year	No. of accidents	No. of deaths reported
1	2	3	4
1	1998	6,741	1,882
2	1999	6,551	1,796
3	2000	6,596	1,927
4	2001	6,390	1,925
5	2002	6,827	2,171

*Source : State Transport Authority, Orissa, Cuttack
Commerce and Transport (Transport) Department, Orissa, Bhubaneswar.*

ORISSA STATE ROAD TRANSPORT CORPORATION (OSRTC)

12.17 Since its inception in May, 1974, Orissa State Road Transport Corporation (OSRTC) has been providing transport services and amenities to passengers, travel concession to certain categories of passengers viz. students, cultural associations, freedom fighters, accredited journalists and physically handicapped persons and has been operating / regulating inter-State routes with reciprocal arrangement with other States like West Bengal, Andhra Pradesh and Madhya Pradesh. During 2002-03, the total fleet strength of the Corporation was 265 with 241 buses (on road) plying in 127 routes of which 18 are inter-State routes. The Corporation carried 70.07 lakh passengers during the year. Table 12.4 shows that although the capital investment has increased, the fleet strength and the number of buses on road have decreased over years. Although, the corporation made a loss of Rs.552.10 lakh during 2001-02 it earned a profit of Rs.70.07 lakh during 2002-03. A Voluntary Retirement Scheme (VRS) has been introduced to downsize the staff strength of the Corporation and a private agency ticketing system has been introduced to augment income and restrict pilferage. Due to poor financial condition of OSRTC, it has been proposed to provide an amount of Rs.166.00 lakh as Share Capital investment by the State Government during 2003-04.

Table 12.4**Activities of Orissa State Road Transport Corporation**

Sl No	Year	Fleet strength	No. of buses on road	Capital investment (Rs. in lakh)	Employment/ staff strength	Number of passengers carried (in lakh)
1	2	3	4	5	6	7
1	1998-99	755	306	12,942.71	4,922	173.85
2	1999-00	615	272	13,641.03	4,485	167.90
3	2000-01	383	254	13,498.03	3,492	186.40
4	2001-02	297	251	13,498.03	2,419	190.55
5	2002-03	265	241	13498.03	1602	70.07

P : Provisional

Source : Orissa State Road Transport Corporation , Bhubaneswar.

RAIL TRANSPORT

12.18 Orissa has so far remained backward in the field of development of railways. The existing railway lines pass through the fringes of the State leaving the central areas untouched. This inadequacy is one of the factors which has had an adverse impact on the

pace of infrastructural and industrial development in the State. The State had 2,401 Kms of railway route (broad gauge 2,311 Kms and narrow gauge 90 Kms) as on 31.03.2003. The railway route length in the State per thousand sq. km of area comes to 15.4 Kms. By 2002-03, a length of 552 Kms was electrified. There are 281 railway stations in the State.

12.19 The State Government have been pursuing proposals relating to the expansion of the railway network in the State through the Rail Coordination Directorate which is functioning under the administrative control of the Transport Department. The Directorate also functions as a liaisoning agency between the State Government and Railway authorities for development of rail communication and movement of freight and essential commodities. A new railway zone namely East cost Railway has been formed with three railway divisions namely Khurda Road, Waltair and Sambalpur. The head quarters of the newly formed Railway Zone is located at Bhubaneswar and is functioning since 1.4.2003. A Railway Claims Tribunal is also functioning at Bhubaneswar. Janasatabdi Express from Bhubaneswar to Howrah and Inter City express from Bhubaneswar to Sambalpur were introduced in the State during 2002-03. Besides, Rajdhani Express from Bhubaneswar to New Delhi-via-Kharagpur and Tata have been introduced from February,2003.

PORTS

12.20 Among the 11 major ports of the country, Paradeep is the only port located in the State. Mainly minerals and metallurgical products are exported through this port. During 2002-03, 169.10 lakh MT of goods were exported and 69.91 lakh MT of goods were imported through the port as against 144.69 lakh MT goods exported and 66.62 lakh MT goods imported in 2001-02. The export, import, investment and employment position of Paradeep Port from 1998-99 to 2002-03 has been presented in Table 12.5.

Table 12.5

Export and Import through Paradeep Port with Investment and Employment

Sl No	Year	Export (lakh MT)	Import (lakh MT)	Investment (Rs. in crore)	Persons employed
1	2	3	4	5	6
1	1998-99	86.01	45.07	813.95	4,197
2	1999-00	88.60	47.76	1096.58	4182
3	2000-01	130.52	68.40	NA	NA

4	2001-02	144.69	66.62	NA	NA
5	2002-03	169.10	69.91	NA	NA

Source : Paradeep Port Trust, Paradeep

12.21 The State Government have developed a fair weather port at Gopalpur with an investment of Rs.35.95 crore which has been opened to traffic from February, 1987. This port operates for about 5 months in each year i.e. from October to March. During 2001-02, about 17,671 MT of ilmenite were exported through this port. During 2002-03 no export & import has been made through this port. An amount of Rs.0.40 crore was collected as revenue during the year 2002-03. Considering the requirement of port based Steel Plant TISCO, L & T and other industries which are likely to come up near the Gopalpur Port, the State Government have decided to develop it into an all-weather port through a private developer namely the "Adani Group of Companies" and the memorandum has been signed. During 2003-04, an amount of Rs.100.00 lakh has been proposed to maintain the existing plants, equipment's etc. It has also been decided to develop a Mega Port at Dhamara in Bhadrak district through private investment. Accordingly, an agreement has been signed with M/S International Sea Ports Ltd. of Singapur in April, 1998. The process of land acquisition for construction of railway corridor and road from Bhadrak to Dhamara mouth is in rapid progress. It is expected that all preliminary works will be finalised soon and developmental work will be started immediately. Apart from these, the State Government have declared to develop 11 other minor ports along its 480 Kms long coastline in a phased manner keeping in view the overall economic development of State and availability of funds.

INLAND WATER TRANSPORT

12.22 The State Government is providing inland water transport services through motorised launches in different inaccessible areas. Ministry of Surface Transport, Government of India extends support and assistance for improvement of inland waterways, navigation control etc.

12.23 The Directorate of Inland Water Transport, Orissa is the nodal agency for the operation of motor launch services. It provides motor launch services in 8 different water routes under three sectors i.e. Chandbali sector provides services from Chandabali to Aradi, Talchuan and Rajnagar while Balugaon sector provides services from Balugaon to Krishnaprasad, Kalijai, Nuapada and Satapada, and Astaranga sector provides services from Nuagarh to Sribantapur through 20 motor launches and 5 country boats / mechanised

country boats. The routes Balugaon to Nuapada and Balugaon to Satapada were not in operation due to want of required draft at lake shore for movement of motor launches. During 2002-03, it has invested Rs.60.00 lakh including Rs.5.00 lakh for repair and maintenance expenditure and provided carriage to 1.40 lakh passengers with a revenue collection of Rs.18.14 lakh as against carriage of 1.49 lakh passengers and revenue collection of Rs.17.06 lakh during 2001-02. Besides the above, Crew Training Institute is also operating under the control of the Directorate of Chandbali, where 10 months training to fresh candidates and 3 months refreshers course to in-service candidates is being provided.

CIVIL AVIATION

12.24 The Directorate of Civil Aviation looks after the use and maintenance of the State's passenger aircrafts and trainer aircrafts, training of student pilots and construction and development of air strips in the State. At present there are 13 airstrips and 16 helipads in the State for landing of State Government aircrafts and helicopters and efforts are being made for black topping of all the air strips to make them fit for all weather operation. During 2002-03, an amount of Rs.54.60 lakh has been spent for maintenance and development of airstrips / helipads. Thirteen persons were provided Pilot training during 2002-03 as against 16 during 2001-02.

12.25 In view of its geographical, tourist and commercial importance, Government of India in the Ministry of Civil Aviation have taken up expansion and modernization of Bhubaneswar Airport. The State Government have provided 68.3 acres of land free of cost and the development work of the airport is in progress. Flights from Bhubaneswar to cities like Delhi, Calcutta, Chennai, Hyderabad and Mumbai are available. Consequent upon declaration of Bhubaneswar Airport as Customs Airport, an air cargo complex started functioning at the airport in August, 1995 under the Air Customs Division, Bhubaneswar to facilitate export and import by air.

POSTAL AND TELECOM SERVICES

12.26 There were 8,159 post offices in the State in 2002-03 out of which 7,556 post offices were located in rural areas and the remaining 603 in urban areas. The number of post

offices per 100 sq km in Orissa is 5.2 and the average number of post offices available in the State per lakh population comes to 22.2. Premium postal services such as Speed Post, Express Parcel Post, Mass Mailing Service, Corporate Money Order Service and Satellite Mail Service are available in the State.

12.27 The telecommunication service network has undergone a major expansion in the State in the nineties. In 1994-95, there were 656 telephone exchanges, 26 Departmental Telegraph Offices and 1,15,520 telephone connections in operation, while the number of telephone connections per 1000 persons was 3.5 as against the all India average of 9.0. By 2002-03, the number of telephone exchanges, telegraph offices and telephone connections in the State has increased to 1,10,430 and 8,04,831 respectively. All the telephone exchanges are electronic. The Subscriber Trunk Dialing (STD) service is now available at 1,034 stations spread over all the 30 districts. Internet nodes are available at all the undivided revenue districts of the State, which caters to the internet subscribers of Orissa on local call basis. The following box shows the profile of postal and telecom services in Orissa as on 31.03.03.

<p>1. Number of Post Offices : Rural : 7,556 Urban : 6,03 Total : 8,159 Number per 100 sq. km : 5.2 Number per lakh population : 22.2</p> <p>2. Premium Postal Services Available : Speed Post, Express Parcel Post, Mass Mailing Service, Corporate Money Order Service and Satellite Mail Service, Greeting post, Retail post.</p> <p>3. Number of Telephone Exchanges : Electronic : 1,104 Manual : Nil</p> <p>4. Number of Telephone Connections : (i) Land line – 7,01,447 (ii) WII - 33,052 (iii) Cellular - 70,332 Total - 8,04,831</p>	<p>5. Number of villages covered with telephones Total number of villages covered : 40,435 Percentage of villages covered : 86.05</p> <p>6. Total Number of STD Stations 1,034</p> <p>7. Public Telephones : Urban STD : 15,234 Local PTS : 6,862 Highway : 494 Internet connection – 10,995, All the undivided Revenue Districts are having internet Nodes.</p> <p>8. Cellular Mobile : 38 towns including 30 district headquarters are covered with cellular Mobile service as on 31.10.2003 and the total number of BSNL cellular subscribers is 1,35,547 making BSNL, the No.1 Cellular service provider in Orissa.</p>
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Number per 1000 population : 21.9

*Source : Chief Post Master General, Orissa, Bhubaneswar
Chief General Manager, Telecom, Orissa, Bhubaneswar.*

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