

# 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, 2001 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 2,38,006 km as on 31.03.2004. The roads of different categories in the State include 3,193 km of National Highways, 30 kms. of State Express Ways, 5,102 kms of State Highways, 3,189 kms of Major District Roads (MDR), 6,122 kms of Other District Roads (ODR), 28,365 kms of Rural Roads, 20,324 kms of Panchayat Samiti Roads, 1,39,942 kms of GP Roads, 7,242 kms of Forest Roads, 18,132 kms of Urban Roads, 6,277 kms of Irrigation Roads and 88 kms 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. Realising the importance of rural connectivity, the Govt. of India launched Pradhan Mantri Gram Sadak Yojana (PMGSY) in the year 2000. The primary objective of the PMGSY is to provide connectivity by way of an all-weather road, with necessary culverts and cross-drainage structures to the unconnected habitations in the rural areas, in such a way that habitations with a population of 1000 persons and above are connected in three years (2000-03) and all unconnected habitations with a population of 500 persons and above by the end of the Tenth Plan period (2007). In

respect of hill states, desert areas as well as the tribal areas, the objective would be to connect habitations with a population of 250 persons and above. PMGSY will also permit the upgradation of the existing roads in those districts, where all the habitations of the designated population size have been provided with all-weather road connectivity.

12.04 Pradhan Mantri Gram Sadak Yojana (PMGSY) Phase-1 scheme has been implemented in the State since 2000-01 with the target to complete all work by 31<sup>st</sup> March 2003. Govt. of India have sanctioned 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. By the end of 2003-04, 471 roads have been completed with an expenditure of Rs. 157.96 crore as against the target to complete 521 roads. In this phase 880.304 kms of roads have been black topped and 53.669 kms of concrete road and 1,857 CD works have been completed.

12.05 Under Pradhan Mantri Gram Sadak Yojana, ph-II, which is being implemented in the State since 2001-02, out of 557 roads, 396 roads have been completed with an investment of Rs. 286.12 crore. In this phase 1069.66 kms of road have been black topped, 110.76 kms of concrete road and 3,591 CD works have been completed.

12.06 Pradhan Mantri Gram Sadak Yojana, Phase-III (Part-I) has been approved in the year 2003-04. Under this phase, 345 roads with total length of 990.67 kms and 1258 CD works were proposed to be taken up. Out of these, 290 roads have been awarded with estimated cost of Rs. 159.03 crore. By the end of 2003-04, 2.07 kms of roads have been black topped and 4.82 kms of concrete road and 157 CD works have been constructed with a total value of Rs. 7.34 crore. Under PMGSY Ph.-IV, proposals for 272 roads covering 874.90 kms of length with an estimated cost of Rs.225.41 crore have been prepared and are under scrutiny by the STAs for being sent to Government of India. PMGSY will be up scaled with the Asian Development Bank (ADB) assistance. The technical team of ADB visited the state and made preliminary assessment. Subsequently, projects will be formulated and posted to ADB under their guidance.

### ***RURAL INFRASTRUCTURE DEVELOPMENT FUND (RIDF)***

12.07 The development of infrastructure in the form of transport and communication is an essential pre-requisite for accelerated economic development. The recent Government

policies with emphasis on liberalization and globalization attract foreign investment. These investments are flowing to the core sector, leaving the rural infrastructure entirely to the state Govt. Beside, there are many infrastructure projects lying incomplete for want of resources. Owing to these backgrounds, Govt. of India setup RIDF which has been operationalised by NABARD since 1995-96. The fund is being provided to the State Govt. for completing / taking of new infrastructure projects in rural areas.

12.08 NABARD has so far sanctioned 48,063 projects with a cumulative sanction of Rs.1614.00 crore intended to improve the quality of rural infrastructure particularly, for rural roads / bridges, creation of irrigation potential etc. As much as 4.3 lakh hectares of irrigation potential has been created, 1848 kms of rural roads completed, 43,915 meters of rural bridges commissioned generating a recurring employment of 588 lakh mandays. One of the highlights of the RIDF assistance is that special thrust on ground water exploitation benefiting small and marginal farmers has been attempted in the State which is unique in the country. As many as 44,308 shallow tubewells / medium tubewells / borewells have been sanctioned under the project benefiting mostly small and marginal farmers and the Government of Orissa is ensuring Participatory Irrigation Management through involvement of Pani Panchayats.

### ***NATIONAL HIGHWAYS***

12.09 As on 31<sup>st</sup> March, 2004 there were 12 numbers of National Highways in the State covering a total length of 3,193 kms . Out of 3,193 kms, a portion of NH-5 and the entire NH-60 totaling to 437 kms have been handed over to National Highways Authority of India (NHAI) for its improvement under National Highways Development Project (NHDP). In the mean time, Govt. of India has declared another 4 roads measuring 418 kms as National High Way. These are Puri-Satapada (63 kms) NH-203-A, Puri-Konark (40 kms) extension of NH-203, Khurdha-Bolangir (297 kms) NH-224 and Ranchi-Pansoro (18 kms) NH-75. These roads shall be taken over by NH wing of the State shortly from R&B wing. 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 in Orissa to Ichapuram in Andhra Pradesh and of NH-60 (Balasore - Laxmannath). NHAI has further identified the Chandikhol-Paradeep road (NH-5A) measuring 77.4 kms of length, to be developed under port connectivity.

12.10 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
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
2003-04	69.97	42.51	69.97	42.51

Source: Chief Engineer, N.H., Bhubaneswar

12.11 It has been proposed to upgrade 13 existing State Highways comprising of 1,585 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 thirteen 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), Joshipur – Rairangpur – Tiringa Road (40.49 kms), Dhenkanal-Naranpur Road (100.0 kms), Jeypore –Motu road (323.00 kms) and Jaleswar – Chandaneswar Road (35.60 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-Raimbahal-Kanibahal Road (111.00 Kms).

12.12 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**

12.13 The number of motor vehicles on road of all categories in the State increased from 11, 21,070 in 2002-03 to 12,71,864 in 2003-04 registering a growth of 13.45%. During 2000-01, the number of vehicles in the State per thousand square km was 5,622 and per lakh population was 2,378. This has increased to 8,168 and 3,343 respectively by the end of March 2004. Among the 26 transport regions in the State, the number of vehicles on road in Bhubaneswar region was highest (2,69,888) followed by Cuttack (1, 63,235) and Rourkela (1, 43,993) during 2003-04.

12.14 The Orissa State Road Transport Corporation (OSRTC), some urban local bodies and private bus operators were catering to the travelling needs of people with 5,297 buses in the State during 2003 - 04. During 1990-91, the number of buses available per lakh population was 9, which increased to 14 during 2003-04. Similarly during the same period, the number of goods vehicles available per lakh population has been increased from 84 to 258. Table 12.2 presents information on different types of motor vehicles on road in Orissa during the period 2000-01 to 2003-04.

**Table 12.2**  
**Motor Vehicles on Road in Orissa**

Sl. No.	Type of Vehicles	Number of vehicles as on				Percentage increase over 2002-03
		31.3.2001	31.3.2002	31.3.2003	31.03.04	
1	2	3	4	5	6	7
1.	Goods vehicle	67,743	77,147	84,268	94,859	12.6
2.	Public/private bus	4,499	4,787	4,946	5,297	7.1
3.	Motor car/jeep/taxi	51,979	58,670	66,691	80,510	20.7
4.	Auto rickshaw	6,187	8,787	11,310	15,086	33.4
5.	Motor cycle/scooter/ mopeds	7,35,742	8,26,548	9,43,178	10,64,323	12.8
6.	Others	9,217	10,616	10,677	11,789	10.4
<b>Total</b>		<b>8,75,367</b>	<b>9,86,555</b>	<b>11,21,070</b>	<b>12,71,864</b>	<b>13.45</b>

*Source: State Transport Authority, Orissa, Cuttack.*

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

12.15 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 has also enhanced the fees in respect of the registration of attractive registration number by amending rule 14(3) of the OMV Rule, 1993. During 2003-04, a sum of Rs.280.15 crore was collected towards motor vehicle revenue against Rs.259.98 crore collected during 2002-03 showing an increase of 7.8%. Border check-gates play an important role in collection of motor vehicle revenue in respect of incoming and outgoing vehicles. During 2003-04, an amount of Rs.75.86 crore was collected by 26 border check-gates as against Rs.70.35 crore collected in 2002-03. During 2003-04, 77,937 offences were detected under the Motor Vehicles Act by the enforcement wing and an amount of Rs.19.73 crore was collected towards fine as against Rs.51.74 crore collected in 72,896 cases during previous year.

### ***AUTOMOBILE EMISSION***

12.16 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 2001-02, 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. During 2002-03, three more pollution testing centers were opened in Keonjhar, Bhadrak and Puri region. 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***

12.17 Table 12.3 shows the number of road accidents in the State and deaths caused by road accidents. During 2003, there were 6,638 road accidents in the State with 2,200 reported deaths against 6,827 road accidents and 2,171 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 assimilated 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
	2	3	4
1	1999	6,551	1,796
2	2000	6,596	1,927
3	2001	6,390	1,925
4	2002	6,827	2,171
5	2003	6,638	2,200

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

***ORISSA STATE ROAD TRANSPORT CORPORATION (OSRTC)***

12.18 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 2003-04, the total fleet strength of the Corporation was 260 with 233 buses (on road) plying in 107 state routes and 20 inter-state routes. The Corporation carried 58.16 lakh passengers during the year. Table 12.4 shows that 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.65.35 lakh during 2003-04. 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.

**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)
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1	2	3	4	5	6	7
1	1999-00	615	272	13,641.03	4,485	167.90
2	2000-01	383	254	13,498.03	3,492	186.40
3	2001-02	297	251	13,498.03	2,419	190.55
4	2002-03	265	241	13,498.03	1,602	70.07
5	2003-04	260	233	13,498.03	1,387	58.16

*P : Provisional*

*Source : Orissa State Road Transport Corporation , Bhubaneswar.*

## **RAIL TRANSPORT**

12.19 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 2,287 kms of railway routes including 91 kms of narrow gauge as on 31.03.2004. The railway route length in the State per thousand sq. km of area comes to 14.7 kms. By 2002-03, a length of 552 Kms was electrified. There are 234 railway stations and 27 passenger halts in the State during 2003-04. The railway routes covers all the districts of the State except seven districts viz. Boudh, Deogarh, Kandhamal, Kendrapara, Malkangiri, Nawarangpur and Nayagarh.

12.20 The State Government has 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 and become fully operational with effect from the 1<sup>st</sup> April'2003. The head quarters of the newly formed Railway Zone is located at Bhubaneswar. A Railway Claims Tribunal is also functioning at Bhubaneswar. New train from Bhubaneswar to Yaswantpur, from Puri to Gowahati and from Sambalpur to Raipur have been introduced in the year 2003-04.

## **PORTS**

12.21 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 2003-04, 186.06 lakh MT of goods were exported and 67.05 lakh MT of goods were imported



through the port as against 169.10 lakh MT goods exported and 69.91 lakh MT goods imported in 2002-03. Among the export items, iron ore and thermal coal are the major items which comprise 97.5% of the total commodities exported during 2003-04. During 2003-04, 59.34 lakh MT of iron ore and 105.57 lakh MT of thermal coal were exported while 22.24 lakh MT of cooking coal and 11.43 lakh MT of rock phos were imported through Paradeep Port.

12.22 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. The port operation in the year 2003-04 was slowed down for want of cargo. Though the port was opened to traffic, as a policy of matter of the state, there was absolutely no cargo movement. Only a paltry sum of Rs.31.32 lakh could be gathered as revenue earning in the year 2003-04 from developed storage area letout to M/s IREL. 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. It has also been decided to develop Dhamara Fishing Harbour to a Mega Port by a developer. The process of land acquisition for construction of railway corridor and road from Bhadrak to Dhamara mouth is in rapid progress. The trend at Dhamara, both in terms of its use by Trawler Owners and collection of revenue was quite encouraging. The potentialities at Dhamara are quite bright for future improvement. The revenue earning from this port was Rs22.33 lakh during 2003-04.

### ***INLAND WATER TRANSPORT***

12.23 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.

12.24 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 fitted with engine country boats /

mechanised country boats. A good number of motor launches and boats were damaged in super cyclone, 1999. Out of 20 motor launches and 5 country boats fitted with engine, 11 motor launches and 3 country boats are in operation at present after necessary repair. The other launches and boats will be repaired on receipt of funds from Government. 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 2003-04, Rs.28.50 lakh has been spent including Rs.2.80 lakh for repair and maintenance expenditure providing carriage to 1.25 lakh passengers with a revenue collection of Rs.18.54 lakh as against carriage of 1.40 lakh passengers and revenue collection of Rs.18.14 lakh during 2002-03. A Crew Training Institute is operating under the control of the Directorate at Chandbali, in the district of Bhadrak where 10 months training to 30 nos. of fresh candidates and 3 months refresher course to 10 nos. of in-service candidates is being provided. A proposal for up gradation of the Crew Training institute, Chandabali with an estimated cost of Rs.207.50 lakh has been submitted to I.W.A.I., Ministry of Shipping, Govt. of India for consideration. Besides, the Directorate have also taken steps for conducting survey & investigation of new water ways on receipt of funds amounting to Rs.10.30 lakh under the Central sponsored scheme for development of IWT and preparation of DPR & future development of Inland Water Ways.

### ***CIVIL AVIATION***

12.25 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. 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 2003-04, an amount of Rs.106.78 lakh has been spent for maintenance and development of airstrips / helipads. Ten persons were provided Pilot training during 2003-04 as against 13 during 2002-03.

12.26 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**

12.27 During 2003-04 there were 8,175 post offices in the State out of which 7,572 post offices were located in rural areas and the remaining 603 in urban areas as against there were 155618 post offices including 1,39,081 in rural areas functioning at all India level. During 2003-04 the number of post offices per 100 sq km in Orissa was 5.2 and the average number of post offices available in the State per lakh population was 22.2 against all India level of 4.7 and 15.1 respectively. 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.

12.28 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 2003-04, the number of telephone exchanges and telephone connections in the State has increased to 1122 and 9,44,252 respectively. All the telephone exchanges are electronic. The Subscriber Trunk Dialing (STD) service is now available at 18,858 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 the Public Sector in Orissa as on 31.03.04.

<p><b>1. Number of Post Offices :</b></p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 60%;"></th> <th style="width: 20%; text-align: center;">Orissa</th> <th style="width: 20%; text-align: center;">India</th> </tr> </thead> <tbody> <tr> <td>Rural :</td> <td style="text-align: center;">7,572</td> <td style="text-align: center;">1,39,081</td> </tr> <tr> <td>Urban :</td> <td style="text-align: center;">603</td> <td style="text-align: center;">16,537</td> </tr> <tr> <td>Total :</td> <td style="text-align: center;">8,175</td> <td style="text-align: center;">1,55,618</td> </tr> <tr> <td>Number per 100 sq. km :</td> <td style="text-align: center;">5.3</td> <td style="text-align: center;">4.7</td> </tr> <tr> <td>Number per lakh population :</td> <td style="text-align: center;">22.2</td> <td style="text-align: center;">15.1</td> </tr> </tbody> </table> <p><b>2. Premium Postal Services Available :</b> Speed Post, Express Parcel Post, Mass Mailing Service, Corporate Money Order Service and Satellite Mail Service, Greeting post, Retail post.</p> <p><b>3. Number of Telephone Exchanges :</b></p>		Orissa	India	Rural :	7,572	1,39,081	Urban :	603	16,537	Total :	8,175	1,55,618	Number per 100 sq. km :	5.3	4.7	Number per lakh population :	22.2	15.1	<p><b>4. Number of Telephone Connections :</b></p> <p>( i ) Land line - 7,35,199</p> <p>( ii ) Wll - 45,509</p> <p>( iii ) Mobile - 1,63,544</p> <p style="padding-left: 40px;">Number per 1000 population : 25.7</p> <p><b>5. Number of villages covered with telephones</b></p> <p>Total number of villages covered : 40,753</p> <p>Percentage of villages covered : 86.72</p> <p><b>6. Total Number of STD Lines 4,28,470</b></p> <p><b>7. Public Telephones :</b></p> <p>STD : 18,858</p> <p>Local PTS : 570</p>
	Orissa	India																	
Rural :	7,572	1,39,081																	
Urban :	603	16,537																	
Total :	8,175	1,55,618																	
Number per 100 sq. km :	5.3	4.7																	
Number per lakh population :	22.2	15.1																	

Electronic : 1,122
Manual : Nil

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

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