12.01 Transport and communication is the basic infrastructural requirement 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. State Government have, therefore, accorded high priority for all-round development in Transport and Communication Sector.

12.02 In the absence of adequate internal rail linkage, road communication is the major means for movement in many parts of Orissa. As good roads improve the accessibility of the rural people to markets and facilitate better delivery of services, emphasis is being given to provide all-weather road communication to inaccessible areas and upgrade the existing road network. So far only 40% of approximately 50,000 villages in Orissa have all-weather connectivity as compared to the National average of 60%.

12.03 During 2004-05, the total road length in the State was 2,37,332 km. comprising 3595 km. National Highways, 29 km. State Express Highways, 5,102 km. State Highways, 3,189 km. Major District Roads (MDR), 6,334 km. Other District Roads (ODR), 27,882 km. Rural Roads, 20,314 km. Panchayat Samiti Roads, 1,39942 km. G.P. Roads, 7,298 km. Forest Roads, 17,282 km. Urban Roads, 6,277 km. Irrigation Roads and 88 km .GRIDCO Roads.

**PRADHAN MANTRI GRAM SADAK YOJANA (PMGSY)**

12.04 Realising the importance of rural connectivity, the Government of India launched a major rural road connectivity programme named “Pradhan Mantri Gram Sadak Yojana (PMGSY)” in Dec., 2000. The prime objective of PMGSY is to provide connectivity to unconnected villages in rural areas by way of all-weather road, with necessary culverts and cross-drainage structures in such a way that habitations with population of 1000 and above are covered by 2002-03 and unconnected habitations with population
of 500 and above by the end of the Tenth Plan period (2007). In respect of hill States, desert areas as well as tribal areas, the objective would be to connect habitations with a population of 250 and above.

12.05 In Orissa, PMGSY is in operation since 2000-01 in different phases. By the end of 2004-05, 1231 roads of length 3309.16 km. including 2984.41 km. black topped roads and 285.99 km. concrete roads and 9394 nos. of C.D. works have been completed incurring an expenditure of Rs.754.66 crore. Further 364 roads of length 1,183.32 km. and 3778 C.D. works have been completed during 2004-05 with an expenditure of Rs.304.83 crore. Physical and financial progress under PMGSY are given at annexure-12.3.

12.06 Proposals for 418 roads for an amount of Rs.398.72 crore covering length of 1645.12 km. have been sanctioned by the Ministry of R.D. Government of India under Phase-IV programme during 2004-05. On completion of these roads, 520 habitations will be connected through all-weather roads. Besides, proposals for construction of 476 roads covering a total length of 1861.67 km. at a cost of Rs.516.00 crore are being submitted to the Ministry of Rural Development for approval. This will provide connectivity to 615 habitations.

12.07 In addition, Government of India is availing Asian Development Bank assistance for construction / up gradation of 3,000 to 4,000 km. of roads under PMGSY for Orissa over a period of 3 to 4 years. A proposal for construction of 257 roads of length 1,189.17 km. at a cost of Rs.349.47 crore has been submitted to MoRD for approval. This will provide connectivity to 419 habitations.

RURAL INFRASTRUCTURE DEVELOPMENT FUND (RIDF)

12.08 Development of infrastructure in the transport and communication sector is an essential pre-requisite for accelerated economic development. The recent Government policies with emphasis on liberalization and globalization, are aimed at attracting foreign investment in the infrastructure sector. 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. Against this background, the Govt. of India set up RIDF which has been operationalised by NABARD since 1995-96. Funds are being provided to the State Govt. for completing
12.09 A good number of incomplete road and bridge projects under R.D. Department along with new road and bridge projects have been included in the RIDF schemes and are in operation under different phases. Starting from RIDF-II to RIDF-X, 287 projects were sanctioned with revised project cost of Rs.477.81 crore. Of these 149 projects have been completed and another 102 projects were at different stages of completion by the end of 2004-05 incurring an expenditure of Rs.102.17 crore. By completion of these 149 projects, 4064 villages having population 49.11 lakh have benefited.

12.10 During 2004-05, it was proposed to take up 31 roads and 121 bridges and a sum of Rs.89.90 crore was provided in the Budget. Out of these, 9 roads and 40 bridges were completed with an expenditure of Rs.72.24 crore. It has been programmed to take up 61 roads and 116 bridges in 2005-06 with plan allocation of Rs.27.27 crore. Besides, proposals for 159 bridges and 132 roads have been recommended to NABARD by High Power Committee for sanction.

12.11 KBK region is one of the most backward regions in the country. Poor road connectivity is the important facet of its backwardness. In order to improve connectivity in KBK districts, Special Central Assistance (SCA) has been made available since 2001-02. Under this programme, SCA funds of Rs.16.43 crore including unspent amount of Rs.9.58 crore relating to 2003-04 were available during 2004-05 and 39 projects out of 51 were completed by 31.3.2005 with an investment of Rs.15.53 crore.

RURAL CONNECTIVITY THROUGH CONSTITUENCY-WISE ALLOTMENT (CWA)

12.12 The constituency wise allocation @ Rs.10.00 lakh to each of 145 rural constituencies is being given to take up the road project in rural area in consultation with local representatives. During 2004-05, 93.57 km of road and 44 CD works have been improved with an expenditure of Rs.14.50 crore against the target to improve 100.76 km of road and 51 small CD work. There is a target to improve the roads and CD works in 145 constituencies as per the suggestions of MLAs concerned during 2005-06 with an investment of Rs.14.50 crore under CWA.
12.13 Sixteen National Highways have traversed through 3594.84 km. in Orissa, out of which 2996.04 km. is under the control of National Highway wing of State PWD and 514.8 km. have been transferred to National Highway Authority of India (NHAI) for its improvement under National Highway Development Project (NHDP) and Port connectivity. Balance 84 km. has not been entrusted to Government of Orissa by the Central Government. During 2004-05, 12 roads and 3 bridges were completed. In addition to this, 44 roads with bank assistance of Rs.130.00 crore and 7 bridges with bank assistance of Rs.5.54 crore were in progress during 2004-05. 17 new road works estimating Rs.57.27 crore and 3 bridge works estimating Rs.3.80 crore have also been sanctioned during 2004-05. During 2004-05, an amount of Rs.106.57 crore was released. Out of this Rs.105.70 crore was spent. Table 12.1 presents the allocation and expenditure position of development of National Highways in Orissa.

Table 12.1
Allotment of Funds and Expenditure for Development of National Highways in Orissa
(Rs. in crore)

<table>
<thead>
<tr>
<th>Year</th>
<th>Allotment</th>
<th>Expenditure</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Construction</td>
<td>Repair</td>
</tr>
<tr>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>2000-01</td>
<td>67.99</td>
<td>42.77</td>
</tr>
<tr>
<td>2001-02</td>
<td>61.40</td>
<td>48.68</td>
</tr>
<tr>
<td>2002-03</td>
<td>45.32</td>
<td>42.36</td>
</tr>
<tr>
<td>2003-04</td>
<td>69.97</td>
<td>42.51</td>
</tr>
<tr>
<td>2004-05</td>
<td>72.75</td>
<td>33.82</td>
</tr>
</tbody>
</table>

Source: Chief Engineer, N.H., Bhubaneswar

12.14 In August 2004, State Government have submitted a proposal to Ministry of Road Transport and Highways, Government of India for consideration of 13 State roads comprising of 1,616.29 km. as National Highways. Govt. of Orissa have also started preliminary works for providing a coastal highway connecting 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 km 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 coastline road has been prepared by M/s Sheladia Associates and Consultants (India) Pvt. Ltd.

**ROAD TRANSPORT**

12.16 The number of motor vehicles on road in the State during 2004-05 was 14.61 lakh, registering an increase of 14.87% over 2003-04. During 2000-01, the number of vehicles in the State per thousand square km was 5,622 and per lakh population 2,378. This has increased to 9,383 and 3804 respectively by the end of March 2005. Among the 26 transport regions in the State, the number of vehicles on road in Bhubaneswar region was highest (3,07,815) followed by Cuttack (1, 84,808) and Rourkela (1, 58,237) during 2004-05.

12.17 The Orissa State Road Transport Corporation (OSRTC), some urban local bodies and private bus operators have been catering to the travel needs of people with 5,997 buses in the State during 2004 - 05. During 1990-91 when population of the State was 316 lakhs, the number of buses available per lakh population was only 9, and has since increased to 16 during 2004-05. Similarly during the same period, the number of goods vehicles available per lakh population has increased from 84 to 199.

Table 12.2 presents information on different types of motor vehicles on road in Orissa during the period 2001-2005.

**Table 12.2**

Motor Vehicles on Road in Orissa

<table>
<thead>
<tr>
<th>Sl. No.</th>
<th>Type of Vehicles</th>
<th>31.3.2001</th>
<th>31.3.2002</th>
<th>31.3.2003</th>
<th>31.03.04</th>
<th>31.3.05</th>
<th>Percentage increase over 2003-04</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Goods vehicle</td>
<td>67,743</td>
<td>77,147</td>
<td>84,268</td>
<td>94,859</td>
<td>1,19,352</td>
<td>25.82</td>
</tr>
<tr>
<td>2</td>
<td>Public/private bus</td>
<td>4,499</td>
<td>4,787</td>
<td>4,946</td>
<td>5,297</td>
<td>5,997</td>
<td>13.22</td>
</tr>
<tr>
<td>3</td>
<td>Motor car/jeep/taxi</td>
<td>51,979</td>
<td>58,670</td>
<td>66,691</td>
<td>80,510</td>
<td>95,531</td>
<td>18.66</td>
</tr>
<tr>
<td>4</td>
<td>Auto rickshaw</td>
<td>6,187</td>
<td>8,787</td>
<td>11,310</td>
<td>15,086</td>
<td>18,811</td>
<td>24.69</td>
</tr>
<tr>
<td>5</td>
<td>Motor cycle/scooter/mopeds</td>
<td>7,35,742</td>
<td>8,26,548</td>
<td>9,43,178</td>
<td>10,64,323</td>
<td>12,08,210</td>
<td>13.52</td>
</tr>
<tr>
<td>6</td>
<td>Others</td>
<td>9,217</td>
<td>10,616</td>
<td>10,677</td>
<td>11,789</td>
<td>13,092</td>
<td>11.05</td>
</tr>
<tr>
<td></td>
<td><strong>Total</strong></td>
<td><strong>8,75,367</strong></td>
<td><strong>9,86,555</strong></td>
<td><strong>11,21,070</strong></td>
<td><strong>12,71,864</strong></td>
<td><strong>14,60,993</strong></td>
<td><strong>14.87</strong></td>
</tr>
</tbody>
</table>

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

(Goods vehicles include Trucks, Lorries, Three wheelers, Tractors and Trailers etc., 'others' include Trekkers)

12.18 Motor vehicle revenue one time tax on two wheelers with effect collection in the State has increased from 1.6.1989 and its extension to private substantially because of introduction of cars/jeeps from 1.12.1990. Besides, the
State Government have also enhanced the registration fees for attractive registration number by amending rule 14(3) of the OMV Rule, 1993. During 2004-05, a sum of Rs.338.11 crore was collected towards motor vehicle revenue against Rs.280.15 crore collected during 2003-04 showing an increase of 20.7%. Border check-gates play an important role in collection of motor vehicle revenue in respect of incoming and outgoing vehicles. During 2004-05, an amount of Rs.84.42 crore was collected by 25 border check-gates as against Rs.75.86 crore collected in 2003-04. During 2004-05, 1,02,019 offences were detected under the Motor Vehicles Act by the enforcement wing and an amount of Rs.23.38 crore was collected towards fine as against Rs.19.85 crore collected in 77,930 cases during 2003-04.

AUTOMOBILE EMISSION

12.19 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, 48 Pollution Testing Centres in different parts of the State were 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

12.20 During 2004, 7,278 road accidents were recorded in the State, claiming 2,454 lives as against 6,638 road accidents and 2,200 deaths recorded in the previous year, 2003. 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 physical 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 17th National Road Safety Week was observed from 2nd Jan., 2006. Table 12.3 reflects the number of road accidents and deaths in Orissa during last five years.

Table 12.3

<table>
<thead>
<tr>
<th>Year</th>
<th>Road Accidents</th>
<th>Deaths</th>
</tr>
</thead>
<tbody>
<tr>
<td>2003</td>
<td>6,638</td>
<td>2,200</td>
</tr>
<tr>
<td>2004</td>
<td>7,278</td>
<td>2,454</td>
</tr>
</tbody>
</table>
TRANSPORT AND COMMUNICATION

<table>
<thead>
<tr>
<th>Sl. No.</th>
<th>Year</th>
<th>No. of accidents</th>
<th>No. of deaths reported</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>2000</td>
<td>6,596</td>
<td>1,927</td>
</tr>
<tr>
<td>2</td>
<td>2001</td>
<td>6,390</td>
<td>1,925</td>
</tr>
<tr>
<td>3</td>
<td>2002</td>
<td>6,827</td>
<td>2,171</td>
</tr>
<tr>
<td>4</td>
<td>2003</td>
<td>6,638</td>
<td>2,200</td>
</tr>
<tr>
<td>5</td>
<td>2004</td>
<td>7,278</td>
<td>2,454</td>
</tr>
</tbody>
</table>

Source: State Transport Authority, Orissa, Cuttack

Commerce and Transport (Transport) Department, Orissa, Bhubaneswar.

ORISSA STATE ROAD TRANSPORT CORPORATION (OSRTC)

12.21 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 2004-05, the total fleet strength of the Corporation was 258 with 236 buses (on road) plying on 107 state routes and 20 inter-state routes. The Corporation carried 55.13 lakh passengers during the year. Although the corporation made a loss of Rs.552.10 lakh during 2001-02, since then it started earning profit. During 2004-05, it earned a profit of Rs.56.24 lakh as against 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. The activities of Orissa State Road Transport Corporation relating to total flat strength are given in Table 12.4.

Table 12.4
Activities of Orissa State Road Transport Corporation

<table>
<thead>
<tr>
<th>Sl No</th>
<th>Year</th>
<th>Fleet strength</th>
<th>No. of buses on road</th>
<th>Capital investment (Rs. in lakh)</th>
<th>Employment/staff strength</th>
<th>Number of passengers carried</th>
</tr>
</thead>
</table>

ECONOMIC SURVEY
TRANSPORT AND COMMUNICATION

<table>
<thead>
<tr>
<th>Year</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>6</th>
<th>7</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000-01</td>
<td>383</td>
<td>254</td>
<td>13,498.03</td>
<td>3,492</td>
<td>186.40</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2001-02</td>
<td>297</td>
<td>251</td>
<td>13,498.03</td>
<td>2,419</td>
<td>190.55</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2002-03</td>
<td>265</td>
<td>241</td>
<td>13,498.03</td>
<td>1,602</td>
<td>70.07</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2003-04</td>
<td>260</td>
<td>233</td>
<td>13,498.03</td>
<td>1,387</td>
<td>58.16</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2004-05</td>
<td>258</td>
<td>236</td>
<td>13498.03</td>
<td>1336</td>
<td>55.13</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Source: Orissa State Road Transport Corporation, Bhubaneswar.

RAIL TRANSPORT

12.22 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 km of railway route including 91 km 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 km. By 2002-03, a length of 552 km was electrified. There are 234 railway stations and 27 passenger halts in the State during 2003-04. The railway routes cover 23 districts of the State and exclude seven districts viz. Boudh, Deogarh, Kandhamal, Kendrapara, Malkangiri, Narwarangpur and Nayagarh.

12.23 Railway network in the State is being augmented. During 2004-05, construction of six new broad gauge rail link, gauge conversion of twelve projects and electrification of different projects were in progress. Talcher-Bimalagarh broad gauge rail line has got sanction and a provision of Rs.5.00 crore was made in the Railway Budget during 2004-05. A new train “Sampark Kranti Express” between Bhubaneswar to New Delhi was introduced in 2004-05 while Bhubaneswar-Srikakulam Intercity Express was extended upto Vishakhapatnam and Sambalpur-Bhubaneswar Intercity Express was extended to Puri. A techno-economic feasibility study for introduction of Mass Rapid Transit System between Cuttack-Bhubaneswar to be extended to Choudwar and Khurda has been sanctioned by Government of India under Centrally Sponsored Scheme and is in progress.

PORTS

PARADEEP PORT

12.24 Among the 11 major ports in the country, Paradeep is the only port belonging to Orissa, through which minerals and metallurgical products are exported. The export activity through this port is in increasing trend. During 2004-05, 301.04 lakh MT cargo was handled in this port as against 199.00 Lakh MT in 2000-01 registering an increase of about 51.3%. The operating income and
12.25 During 2004-05, 216.66 lakh MT of cargo was exported through this port as against 186.06 lakh MT exported in 2003-04. Thermal coal and Iron ore were the main export commodities which constituted 90.4% of the total quantity exported in 2004-05. Besides, Ferro Chrome, Pig Iron, Manganese ore and chrome conc. etc. were also exported through this port.

12.26 During 2004-05, 84.38 lakh MT of cargo was imported through this port as against 67.05 lakh MT imported in 2003-04 showing an increase of 25.85%. Cooking coal and Rock phosphate were the main imported commodities which constitute about 62% of the total quantity imported in 2004-05.

12.27 During 2004-05, 1,209 vessels have sailed from this port as compared to 1,041 vessels in the previous year. Out of 1,209 vessels called at this port in 2004-05, 402 vessels were of Indian Nationality and the balance 807 were of other nationalities. The corresponding figures for the previous year were 377 and 664 respectively.

**GOPALPUR PORT**

12.28 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 Feb., 1987. Since 2002-03 no export and import has been made through this port for want of cargo. Only Rs.8.8 lakh could be gathered as revenue earning in the year 2004-05 from developed storage area letout to M/S IREL. State Government propose to develop Gopalpur Port into an all weather port through a private developer. M/S RITES have been assigned to select a developer for the purpose.

**DHAMARA HARBOUR**

12.29 The operational activities of the Fishery port, Dhamara, continued in the year 2004-05. The trend at Dhamara, both in terms of its use by Trawler Owners and collection of revenue was quite encouraging. The revenue earning from this port during 2004-05 was Rs.28.84 lakh as against Rs.22.33 lakh in 2003-04. The increase in revenue is of the order of 29.15% over previous year. State Government propose to establish a Mega Port of international standard at Dhamara with the help of M/S ISP Ltd.

**INLAND WATER TRANSPORT**
TRANSPORT AND COMMUNICATION

12.30 Inland water transport service is being provided by the State Government with the support and assistance from Ministry of Surface Transport, Government of India. The Directorate of Inland Water Transport is the nodal agency which controls all activities relating to passenger launch services, survey and registration of Inland crafts, conducting examination of Serang, Master, Driver and Inland Engineers and preparation of schemes, direction and conducting training for the crews at crew training institute.

12.31 Passenger motor launch service is being provided in eight different water routes under three sectors. The Chandbali sector provides launch services from Chandbali to Aradi, Talachuan and Rajnagar while Balugaon sector provides services from Balugaon to Krushna Prasad, Kalijai, Nuapada and Satapada and Astarang sector provides services from Nuagarh to Sribantapur through 20 motor launches and 5 country boats. But after super cyclone of 1999, eleven motor launches and 3 country boats are operating in these routes after necessary repairs. The motor launch services from Balugaon to Satapada and Balugaon to Nuapada have been discontinued temporarily due to insufficient passengers and low draft of water at the lake shore. During 2004-05, about 1, 34,478 passengers have availed motor launch services and an amount of Rs.19.20 lakh was earned towards passenger fare as against 1, 24,841 passengers and Rs.18.54 lakh passenger fare collected during 2003-04. Besides an amount of Rs.2.25 lakh has been collected from 149 boats toward survey and registration charges under Orissa Boat Rules-2004. During 2004-05, 96 students appeared in the examination for Serang, Master, Driver and Inland Engineer, out of which 60 candidates came out successfully.

12.32 A Crew Training Institute is operating under the control of the Directorate at Chandbali where 10 months training to 30 fresh candidates and 3 months refresher courses to 10 in-service candidates is being provided. A revised proposal for up-gradation of Crew Training Institute, Chandbali with an estimated cost of Rs.3.71 crore has been submitted to I.W.A.I., Ministry of Shipping, Government of India for consideration.

12.33 Government of India have approved the scheme for construction of 8 Jetties and 6 passenger waiting halls with an estimated cost of Rs.204.40 lakh under Centrally Sponsored Scheme and an amount of Rs.40.80 lakh has been released. But in the mean time I.I.T., Madras has revised the estimated cost to Rs.523.00 lakh. After approval of the same, construction work will be started.
TRANSPORT AND COMMUNICATION

12.34 Besides, survey work of 15 water routes in Orissa will be conducted under Centrally Sponsored Scheme on receipt of Rs.7.21 lakh from Government of India against the approved scheme “Preparation of DPR on water ways development and proposal for future development of I.W.T. sector”.

CIVIL AVIATION

12.35 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 2004-05, an amount of Rs.33.50 lakh has been spent for maintenance and development of airstrips / helipads as against Rs.101.78 lakh spent in 2003-04 for the purpose. Fifteen persons were provided pilot training during 2004-05 as against 10 during 2003-04.

12.36 Government of India in the Ministry of Civil Aviation have taken up expansion and modernization of Bhubaneswar Airport in view of its geographical, tourist and commercial importance. 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 since August, 1995 under the Air Customs Division, Bhubaneswar to facilitate export and import by air.

POSTAL AND TELECOM SERVICES

12.37 During 2004-05, there were 8,161 post offices in the State of which 7,572 were in rural areas. While the number of post offices in the State per lakh population was 21.2, the number of post offices per 100 square Kms. was 5.2.

12.38 The telecommunication service network in the State is being increased over the years. During 2004-05, there were 1,136 telephone exchanges in the State and telephone facilities were available in 40,753 villages which comprise 86.72% of the total villages in the State. The total number of telephone connection in the State during 2003-04 was 9, 44,252 which has increased by 19.3% and touched 11, 26,192 by the end of 2004-05. This comprises 7, 67,953 nos. of land line, 2, 93,085 mobile and 65,154 WLL connections. Besides public telephone subscriber trunk
TRANSPORT AND COMMUNICATION

Dialing (STD) service is now available in 22,402 stations along with 8,698 Local PTS and 633 Highway PTS. The total number of STD lines in the State during 2004-05 was 4,14,109.

1. Number of Post Offices:
   - Rural: 7,572
   - Urban: 589
   - Total: 8,161
   - Number per 100 sq. km: 5.2
   - Number per lakh population: 21.2

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.

3. Number of Telephone Exchanges:
   - Electronic: 1,136
   - Manual: Nil

4. Number of Telephone Connections:
   - (i) Land line: 7,67,953
   - (ii) WLL: 65,154
   - (iii) Mobile: 2,93,085
   - Number per 1000 population: 29.3

5. Number of villages covered with telephones:
   - Total number of villages covered: 40,753
   - Percentage of villages covered: 86.72

6. Total Number of STD Lines 4,14,109 (Wired + WLL)

7. Public Telephones:
   - (i) STD: 22,402
   - (ii) Local PTS: 8,698
   - (iii) Highway PTS: 633

8. Transmission system:
   - (i) Micro wave route (kms): 1,359
   - (ii) Optical fibre route (kms): 15,840

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