

CHAPTER 12

TRANSPORT & COMMUNICATION

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 produces and enable the farmers to get fair price. State Government have, therefore, accorded high priority for all round development in Transport and Communication Sector.

ROADS

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 2005-06, the total road length of the State comprising of

- 3,592 km. --- --National Highways,
- 29km.----- State Express Highways,
- 3,887 km. ---- State Highways,
- 4,277 km.----Major District Roads
- 6,314 km.-----Other District Roads
- 27,462 km.---- Rural Roads,
- 20,314km.-----P. Samiti Roads,
- 1,39,942 km--- G.P. Roads,
- 7,298 km.----- Forest Roads,
- 17,282 km-----Urban Roads
- 6,277 km---- Irrigation Roads
- 88 km ----. GRIDCO Roads.

PRADHAN MANTRI GRAM SADAK YOJANA (PMGSY)

12.04 Realising the importance of rural connectivity, Government of India launched a major rural road connectivity programme named "Pradhan Mantri Gram Sadak Yojana (PMGSY)" during December, 2000. The prime objective of PMGSY is to provide connectivity to unconnected villages in rural areas by way of all-weather roads, 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 Tenth Plan period (2007). In respect of hilly States, desert areas as well as tribal areas, the objective has been to connect habitations with a population of 250 and above.

12.05 In Orissa, PMGSY came into operation in the year 2000-01. By the end of 2005-06, 2618 nos. of roads covering length of 8326.47 km. and 21367 nos. of C.D. works have been sanctioned in five phases with project cost of Rs.1,895.39 crore. Besides, 257 roads of 1189.17 km length and 2958 CD works have also been sanctioned in 2005-06 under ADB finance.

12.06 Out of these, 1,572 nos. of roads with 4,586.38 kms. length have been completed by the end of 2005-06. Out of this 4,090.06 kms were blacktopped and 460.44 kms were concrete road. Besides, 14,576 numbers of CD works were also completed by the end of 2005-06. The cumulative expenditure made under PMGSY by the end of 2005-06 was Rs.1,195.16 crore. By completion of these works 2,211 habitations have been benefited.

12.07 During 2005-06, 341 nos. roads of length 1,277.22 kms. and 5,182 numbers of CD works have been completed with an expenditure of Rs.440.50 crore. Out of 1,277.22 km. roads, 1,105.65 kms. were black topped and 171.57 kms. were concrete.

12.08 During 2006-07, 443 nos. of roads and 4261 nos. of CD works have been sanctioned under Normal PMGSY scheme, Ph-VI with project cost of Rs.579.84 crore. Besides, 400 roads and 4718 nos. of CD works have also been sanctioned under ADB finance scheme with project cost of Rs.531.81 crore.

**RURAL INFRASTRUCTURE
DEVELOPMENT FUND (RIDF)**

12.09 Development of infrastructure in the transport and communication sector in rural areas 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. Besides, 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 / taking up new infrastructure projects in rural areas.

12.10 The 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 – XI, 359 projects (115

nos. of roads with length of 1174.483 kms. and 244 bridges) were sanctioned with revised project cost of Rs.477.81 crore and NABARD loan Rs.437.01 crore. Of these, 202 projects (33 nos. of roads of 365.237 kms. and 169 bridges) have been completed with an expenditure of Rs.301.27 crore (Rs.70.59 crore for roads and Rs.230.38 crore for bridges) by the end of 2005-06. The balance 157 projects are at different stages of completion. By completion of these 202 projects, about 65.23 lakh population belonging to 5083 villages have been benefited.

12.11 During 2005-06, it was proposed to take up 61 roads and 116 bridges and a sum of Rs.80.27 crore was provided in the Budget. Out of these, 9 roads and 35 bridges were completed. It has been programmed to take up 108 roads and 98 bridges in 2006-07 with plan allocation of Rs.60.00 crore. Besides, proposals for 36 bridges and 142 roads have been recommended to NABARD by High Power Committee for sanction.

CONNECTIVITY PROGRAMME UNDER RLTA FOR KBK DISTRICTS

12.12 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, 12

nos. of projects have been taken up with an agreement cost of Rs.14.27 crore. By the end of 2005-06, 8 projects have been completed and another 3 were in progress. The cumulative expenditure made under the programme by the end of 2005-06 was Rs.9.94 crore.

RURAL CONNECTIVITY THROUGH CONSTITUENCY-WISE ALLOTMENT (CWA)

12.13 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 areas in consultation with local representatives. During 2005-06 against the target to take up 804 nos. of roads for repair / improvement and 163 CD works, 562 nos. roads and 126 nos. of CD works have been completed with cumulative expenditure of Rs.12.14 crore. Details of physical target and achievement are given below.

Table - 12.1
Physical progress under CWA.

Standard	Target length under repair /improvement	Cumulative achievement
BT (in Km)	140.908	99.506
CC (-do-)	12.676	6.607
MT (-do-)	166.36	128.536
MSB	36.742	18.488
EW	67.165	36.204
CD (in nos.)	163	126

Source: Rural Works.

RURAL ROAD

12.14 Roads from the lifeline of any region which is the most important indicator for Infrastructure / Economic development without link roads the rural areas can not be developed. It not only meets the needs of

movement of the people and vehicular traffic but also helps in transportation of inputs for agriculture and rural industries. Although this is a basic need of the region but there has been wide diversity between districts. To obtain a comparative picture between districts the rural road length (link roads) per 1000 sq. km. area is an important indicator given in **Map-I**. It reflects that Jagatsinghpur (483.81 km.) has the best average followed by Bhadrak (344.51 km.), Jajpur (334.6 km.), Khurda (328.14 km.), Cuttack (324.2 km.) and Balesore (320.2 km.). Districts having lower rural length per 1000 sq.km. are Nayagarh (67.35 km.), Koraput, Kandhamal, Nawarangpur, Angul, Gajapati, Rayagada, Sundargarh, Kalahandi, Sambalpur, Keonjhar etc. Most of these districts are tribal districts where majority of the villages have remained unconnected.

Map-I

Major District Road and other district road, urban roads which are the necessary infrastructure for agricultural, industrial and commercial development of any region. Economic backwardness of any region is due to lack of such road communication which is solely responsible for discouraging entrepreneurs to setup large industrial or commercial establishments. Therefore the large disparity between districts is responsible for differential economic growth. Pictorial presentation of surfaced road per 1000 sq.km. is given in **Map-II** which reflects Khurda (748 km.) followed by Cuttack (509 km.) Bhadrak (454 km.), Puri (426 km.), Jharsuguda (416 km.), Jagatsinghpur (383 km.) as against the State average 218 km. and national average 500 km. The districts like Nawarangpur (62 km), Malkangiri, Deogarh, Gajapati, Bargarh, Rayagada, Kandhamal are very much backward in this regard.

Map-II

12.15 Surface road per 1000 sq.km, which includes National Highway, State Highway,

SPECIAL REPAIR PROGRAMME, 2005-06

12.16 It was targeted to take up 1808 roads and 247 CD works during 2005-06, under special repair programme, out of which 1324 road works and 186 CD works have been completed by the end of 2005-06 with an expenditure of Rs.63.96 crore (cumulative expenditure). The details of target and achievement are given in Table 12.2.

Table – 12.2
Achievement under special repair programme, 2005-06.

Standard	Target length under repair / improvement	Cumulative achievement
Black Topping (in Km)	514.832	452.841
Cement Concrete (-do-)	26.658	22.928
MT (-do-)	523.798	436.659
MSB	283.269	244.578
EW	345.654	282.774
CD (in nos.)	247	186

Source: Chief Engineer, Rural Works.

NATIONAL HIGHWAYS

12.17 Sixteen National Highways have traversed through Orissa with a length of

3592.027 km. in Orissa, out of which 2993.227 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. Fortyfive road works and 5 bridge works were spilled over to 2005-06 for execution with bank assistance of Rs.117.79 crore. Eleven new works (10 roads and 1 bridge) at an estimate of Rs.33.61 crore have been sanctioned till 30th January 2006, out of the estimate worth Rs.73.477 crore submitted to Ministry of Shipping, Road Transport and Highways, Govt. of India. In the mean time 13 road works have been completed since 01.04.2005. Table 12.3 presents the allocation and expenditure position of development of National Highways in Orissa.

Table 12.3
Allotment of Funds and Expenditure for Development of National Highways in Orissa.

Year	(Rs. in crore)							
	Original		Renewal works		Flood Damaged Road		Ordinary repair	
	Allotment	Expenditure	Allotment	Expenditure	Allotment	Expenditure	Allotment	Expenditure
2001-02	46.40	46.40	21.81	21.81	13.49	13.49	11.81	11.81
2002-03	45.32	45.32	19.00	19.00	13.44	13.44	9.61	9.61
2003-04	69.97	69.67	11.00	11.00	18.42	18.42	12.54	12.54
2004-05	72.03	72.03	13.77	13.77	7.69	7.69	12.24	12.24
2005-06	67.62	67.62	18.00	18.00	9.35	9.35	13.54	13.54

Source: Chief Engineer, N.H., Bhubaneswar.

12.18 In August 2004, State Government have submitted a proposal to Ministry of Shipping, Road Transport and Highways, Government of India for declaration of 13 State Highways comprising 1,616.29 km. as National Highways.

12.19 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

12.20 The number of motor vehicles on road in the State during 2005-06 was 16.68 lakh, registering an increase of 14.1% over 2004-05. 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 10710 and 3804 respectively by the end of March, 2006. Among the 26 transport regions in the State, the number of vehicles on road in Bhubaneswar region was the highest (3,44,804) followed by Cuttack (2,08,491), Rourkela (1,73,738) and Ganjam (1,41,840) during 2005-06, the lowest nos. of vehicles on road was being recorded in Gajapati district (3172).

12.21 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 6395 buses in the State during 2005-06. 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 17.4 during 2005-06. Similarly during the same period, the number of goods vehicles available per lakh population has increased from 84 to 256. Table 12.4 presents information on different types of motor vehicles on road in Orissa as on March ending from 2001 to 2006 which reflects the percentage of increase of auto rickshaw (25.5%) is high followed by Goods vehicle (21.9%).

Table 12.4
Motor Vehicles on Road in Orissa.

Type of Vehicles	Number of vehicles as on 31 st March						Percentage increase over 2005
	2001	2002	2003	2004	2005	2006	
Goods vehicle	67,743	77,147	84,268	94,859	1,19,352	1,45,473	21.9
Public/private bus	4,499	4,787	4,946	5,297	5,997	6,395	6.6
Motor car/jeep/taxi	51,979	58,670	66,691	80,510	95,531	1,06,753	11.7
Auto rickshaw	6,187	8,787	11,310	15,086	18,811	23,610	25.5
Motor cycle/scooter/mopeds	7,35,742	8,26,548	9,43,178	10,64,323	12,08,210	13,68,209	13.2
Others	9,217	10,616	10,677	11,789	13,092	17,124	30.8
Total	8,75,367	9,86,555	11,21,070	12,71,864	14,60,993	16,67,564	14.1

Source: State Transport Authority, Orissa, Cuttack.

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

12.22 Motor vehicle revenue collection in the State has increased substantially because of introduction of one time tax on two wheelers with effect from 1.6.1989 and its extension to private 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 2005-06, a sum of Rs.405.66 crore was collected towards motor vehicle revenue against Rs.338.11 crore collected during 2004-05 showing an increase of 19.98%. Border check-gates play an important role in collection of motor vehicle revenue in respect of incoming and outgoing vehicles. During 2005-06, an amount of Rs.104.74 crore was collected by 25 border check-gates as against Rs.84.42 crore collected in 2004-05 showing an increase of 24.07%. During 2005-06, 1,17,320 offences were detected under the Motor Vehicles Act by the enforcement wing and an amount of Rs.37.52 crore was collected towards fine as against Rs.23.38 crore collected in 1,02,019 no of cases during 2004-05.

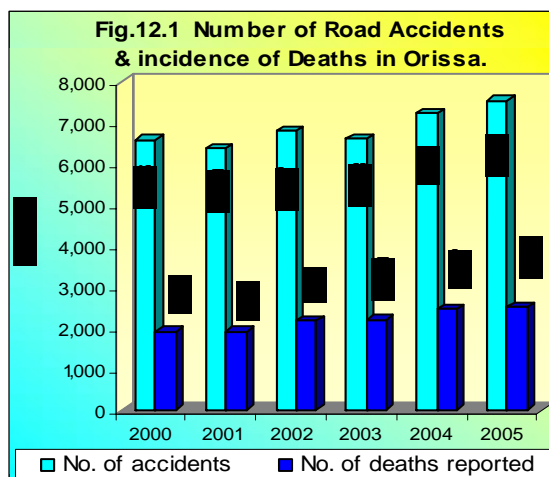
AUTOMOBILE EMISSION

12.23 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 2005-06, 65 nos of 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

12.24 During 2005, 7569 road accidents were recorded in the State, claiming 2528 lives as against 7259 road accidents and 2477 deaths recorded in the previous year, i.e. while the number of accident has

increased by 4.3% over the year 2005, the number of death due to road accident has increased by 2.1%. However, on an average six to seven thousand road accidents are being recorded every year in the State with death cases two to three thousands. 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 January, 2006 to 8th January 2006. Figure 12.1 reflects the number of road accidents and deaths in Orissa during last five years.



Source: State Transport Authority, Orissa.

ORISSA STATE ROAD TRANSPORT CORPORATION (OSRTC)

12.25 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 2005-06, the total fleet strength of the Corporation was 259 with 230 buses (on road) plying on 107 state routes and 20 inter-state routes. The Corporation carried 55.20 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 2005-06, it earned a profit of Rs.92.92 lakh as against Rs.56.24 lakh during 2004-05. 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. During 2005-06, 1243 employees were working in the Corporation as against 1336 employees in 2004-05. The activities of Orissa State Road Transport Corporation relating to total fleet strength are given in Table 12.5.

Table 12.5
Activities of Orissa State Road

Transport Corporation.

Year	Fleet strength	No. of buses on road	Capital investment (Rs. in lakh)	Employment/staff strength	Number of passengers carried (in lakh)
2000-01	383	254	13,498.03	3,492	186.40
2001-02	297	251	13,498.03	2,419	190.55
2002-03	265	241	13,498.03	1,602	70.07
2003-04	260	233	13,498.03	1,387	58.16
2004-05	258	228	13,498.03	1336	58.41
2005-06	259	230	13,498.03	1243	55.20

Source : Orissa State Road Transport Corporation, Bhubaneswar.

RAIL TRANSPORT

12.26 Orissa has so far remained neglected 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 2,339 km. of railway route including 54 km. of narrow gauge as on 31.03.2006. The railway route length in the State per thousand sq. km of area comes to 15.02 km. By 2005-06, a length of about 1277 km was electrified. There are 234 railway stations and 27 passenger halts in the State during 2005-06. The railway routes pass through 23 districts of the State excluding seven districts viz. Boudh, Deogarh, Kandhamal, Kendrapara, Malkangiri, Nawarangpur and Nayagarh fully.

12.27 The Railway Network in the State is being augmented as given below:

- ❖ A new train "Sampark-Kranti" express was introduced between Bhubaneswar to New-Delhi (bi-weekly) w.e.f. March 2005.
- ❖ Govt. of Orissa has entered in to a MOU with the Rail Vikash Nigam Ltd. on 24th May 2005 for construction of Haridaspur – Paradeep New Broad Gauge rail link.
- ❖ A new DMU passenger train was introduced from Berhampur to Cuttack – Jajpur – Keonjhar Road w.e.f. 03.07.05.
- ❖ Puri-Nizamuddin Kalinga Utkal Express train was extended to Haridwar w.e.f. 09.07.05.
- ❖ Frequency of Puri – Tirupati express has been increased once a week to five days a week w.e.f. 01.07.05.
- ❖ A passenger train from Cuttack to Paradeep has been introduced w.e.f. 15.11.05.
- ❖ Nizamuddin-Bhubaneswar express has been extended to Vishakapatnam thrice a week w.e.f. 23.12.05.
- ❖ Jajpur-Bilaspur Express was extended to Puri w.e.f. 03.07.05.
- ❖ Chennai-Vishakhapatnam express has been extended to Bhubaneswar.
- ❖ Rupsa-Baripada DMU, Bhubaneswar-Sambalpur Intercity Express have been introduced during 2005-06.

12.28 Recently one shareholder's agreement has been signed between four public sector undertakings including Railway Vikas Nigam Ltd. (RVNL) and five private companies for construction of 82 kms. long Haridaspur – Paradeep broad gauge railway line by investing Rs.598 crore. This is one of the port connectivity project which passes through Kendrapara, Jajpur and Jagatsinghpur districts, establishing direct link between the

iron-ore rich areas to Paradeep Port. On completion of the project the distance between iron ore area and Paradeep Port will be shortened by 335 km. Land acquisition work is in progress. It is expected that the project will be completed by 2008.

PORTS**PARADEEP PORT**

12.29 Among the 11 major ports in the country, Paradeep is the only port belonging to Orissa, through which mainly minerals and metallurgical products are exported. The export activity through this port is in increasing trend. During 2005-06, 331.09 lakh MT cargo was handled in this port as against 301.04 lakh MT in 2004-05 registering an increase of about 9.98%. The port earned Rs.231.97 crore as operating surplus in 2005-06 (as compared to Rs.231.97 crore in 2004-05).

12.30 During 2005-06, 216.85 lakh MT of cargo valued at about Rs.19285.27 crore was exported through this port as against 216.66 lakh MT exported in 2004-05. Thermal coal and Iron ore were the main export commodities which constituted 89.8% of the total quantity exported in 2005-06. Besides, Ferro Chrome, Pig Iron, Manganese ore and chrome concentration etc. were also being exported through this port.

12.31 During 2005-06, 114.24 lakh MT of cargo was imported through this port as against 84.38 lakh MT imported in 2004-05

showing an increase of 35.4%. Coke / Coal and Rock phosphate were the main imported commodities which constituted about 78% of the total cargo imported during 2005-06.

GOPALPUR PORT

12.32 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. 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 let out 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 appointed as consultant to select a developer for the purpose. In the mean time M/S RITES have submitted their recommendations to the State Government.

DHAMARA HARBOUR

12.33 The operational activities of the Fishery port, Dhamara, continued in the year 2005-06. 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 2005-06 (up to December'2005) was Rs.27.93 lakh as against Rs.28.84 lakh collected in 2004-05. State Government propose to establish a Mega Port of international standard at Dhamara with the help of M/S ISP Ltd.

INLAND WATER TRANSPORT

12.34 Inland water transport services 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.

12.35 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 the super cyclone of 1999, ten motor launches and 3 country boats are plying in these routes after necessary repairs. The motor launch services from Balugaon to Satapada, Balugaon to Nuapada and Chandbali – Rajnagar have been discontinued temporarily due to insufficient passengers and low draft of water at the lake shore. During 2005-06, about 1.33 lakh passengers have availed motor launch

services and an amount of Rs.19.52 lakh was earned towards passenger fare as against 1.34 lakh passengers and Rs.19.20 lakh passenger fare collected during 2004-05. Besides, an amount of Rs.1.93 lakh has been collected from 142 nos. of boats towards survey and registration charges under Orissa Boat Rules-2004. During 2005-06, 95 students appeared in the examination for Serang, Master, Driver and Inland Engineer, out of which 71 candidates came out successfully.

12.36 A Crew Training Institute is operating under the control of the Directorate of IWT at Chandbali, where 10 months regular courses to 30 fresh candidates and 3 months refresher courses to 10 in-service candidates are being provided in 4 batches every year. A revised proposal for up-gradation of Crew Training Institute, Chandbali with an estimated cost of Rs.3.71 crore has been submitted to Inland Water Authority of India (I.W.A.I.), Ministry of Shipping, Government of India for consideration.

12.37 An amount of Rs.143.16 lakh is provided in the budget for 2006-07 by Ministry of Shipping, Govt. of India under Centrally Sponsored Scheme, for construction of Jetties and Passenger waiting halls.

12.38 Besides, fifteen numbers of water routes have been surveyed by the agency M/s

UTES, Gurgaon, out of which the following 5 routes are found feasible for navigation.

- | | |
|--------------------------|--------|
| 1. Balasore – Chandipur | 12kms. |
| 2. Rajnagar – Aul | 14kms. |
| 3. Aul - Ayatpur | 24kms. |
| 4. Singhpur – Aul | 24kms. |
| 5. Balabhadrapur-Nuagarh | 09kms. |

CIVIL AVIATION

12.39 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 & development of air strips in the State. The State has two aircrafts in 2005-06. There are 13 airstrips and 16 helipads in the State for landing of State Government aircrafts and helicopters. Efforts are being made for black topping of all the airstrips to make them fit for all-weather operation. During 2005-06, an amount of Rs.15.50 lakh has been spent for maintenance and development of airstrips / helipads as against Rs.33.50 lakh spent in 2004-05 for the purpose. No pilot training has been provided in 2005-06 while pilot training was provided to 15 persons during 2004-05.

12.40 Ministry of Civil Aviation, Government of India 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

12.41 During 2005-06, there were 8,161 post offices in the State of which 7,585 were in rural areas. The number of post offices in the State per lakh of population stood at 21.0 and the number of post offices per 100 square Km. of area has been 5.2 as against 14.04 post offices per lakh population and 4.7 post offices per 100 square km at all India level. The district-wise number of post offices per lakh population is given in Map –III.

Map – III

12.42 The telecommunication service network in the State is being increased over the years. During 2005-06, there were 1,150

telephone exchanges in the State and telephone facilities were available in 40,264 villages which comprise 84.71% of the total villages in the State. The total number of telephone connection in the State during 2004-05 was 11,26,192 which has increased to 14,37,505 by the end of 2005-06. This comprises 9,86,797 nos. of land line, 5,60,644

mobile and 90,064 WLL connections. Besides public telephone Subscriber Trunk Dialing (STD) service is now available in 24,256 stations along with 5,644 Local PTS and 949 Highway PTS. The total number of STD lines in the State during 2005-06 was 4, 24,495.

<p>1. Number of Post Offices :</p> <p>Rural : 7585</p> <p>Urban : 576</p> <p>Total : 8,161</p> <p>Number per 100 sq. km : 5.2</p> <p>Number per lakh population : 21.2</p> <p>2. Premium Postal Services Available :</p> <p>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 :</p> <p>Electronic : 1150</p> <p>Manual : Nil</p>	<p>4. Number of Telephone Connections :</p> <p>(i) Land line - 7,86,797</p> <p>(ii) WLL - 90,064</p> <p>(iii) Mobile - 5,60,644</p> <p>5. Number of villages covered with telephones</p> <p>Total number of villages covered : 40,753</p> <p>Percentage of villages covered : 86.72</p> <p>6. No. of STD lines – 4,24,495</p> <p>7. Public Telephones :</p> <p>(i) STD : 24,256</p> <p>(ii) Local PTS : 5,644</p> <p>(iii) Highway PTS- 949</p> <p>8. Telephone facilities</p> <p>(i) No. of DTOs/CTOs/TOs - 27/3</p> <p>(ii) No. of telecom centres - 5</p> <p>(iii) No. of combined offices - 721</p>
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Source: Chief Post Master General, Orissa, Bhubaneswar
Chief General Manager, Telecom, Orissa, Bhubaneswar.

