

# CHAPTER 12

## TRANSPORT & COMMUNICATION

12.01 Transport and communication is the basic infrastructural requirement for achieving rapid economic development. Infrastructural adequacy 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, 2007 accords special priority to infrastructural development which in turn would facilitate flow of funds for large investment in the industrial sector. Development of transportation infrastructure is also essential for marketing of agricultural produces and enables the farmers to get fair price. State Government has, therefore, accorded high priority for an all round development in Transport and Communication Sector.

### **ROADS**

12.02 In the absence of adequate internal rail linkage, roadways is the major means of transport and communication to 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 2006-07, the total road length of the State comprises of-

- 3596 km.- *National Highways,*
- 29 km.- *State Express Highways,*
- 3,855 km.- *State Highways,*
- 3,842 km.- *Major District Roads*
- 6,516 km.- *Other District Roads*
- 27,284 km.- *Rural Roads,*
- 20,314km.- *P. Samiti Roads,*
- 1,39942 km.- *G.P. Roads,*
- 7,298 km.- *Forest Roads,*
- 17,282 km.- *Urban Roads*
- 6,277 km.- *Irrigation Roads*
- 88 km - *GRIDCO Roads.*

### **RURAL ROADS**

12.04 Rural Connectivity is one of the key factors for the socio-economic development of the state. The following Table 12.1 presents the status of rural connectivity vis-à-vis habitations in the state.

**Table – 12.1**  
**Status of rural connectivity**  
**in Orissa as on 2006-07.**

(Based on 2001 population census)

Items	1000 +	500-994	250-499	Less than 250	Total
Total no. of habitation (as on 1.4.00)	9173	12474	12932	15520	50099
Total no. of connected habitations (as on 1.4.00)	5470	5759	5011	4838	21078
Total uncovered habitation (as on 1.4.00)	3703	6715	7921	10682	29021
Coverage of habitation (PMGSY Ph-I to VI & ADB Ph-II)	1426	683	403	253	2765
Habitation covered through other schemes	78	19	0	0	97
Balance uncovered habitation as on 31.3.07	2199	6013	7518	10429	26159

Source: Chief Engineer, Rural Works.

12.05 The target for Orissa is to connect 4955 habitations with new connectivity of 14968 km. and up-gradation renewal of 12765 km. of roads. Against this, the performance as on 2006-07 and Target for 2007-08 and 2008-09 under Bharat Nirman is given below.

Item	Progress up to 2006-07		Target	
	Target	Achievement	2007-08	2008-09
1.Total no. of villages connected				
a)More than 1000 popn.	811	401	1149	1009
b)More than 500 popn. Scheduled area	203	70	512	1271
2.Total habitation	1014	471	1661	2280
3.New Connectivity (in km.)	4193	2406	5594	5181
4.Upgradation /Renewal	2259	635	4685	5821

Source: Chief Engineer, Rural Works

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

12.06 Realizing 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 all weather road connectivity to unconnected villages in rural areas with necessary culverts and cross-drainage structures that can be operable through out the year. PMGSY is one of the targets of Bharat Nirman Yojana, launched in 2005-06, which aims connecting all the unconnected habitations by 2009.

12.07 In Orissa, PMGSY came into operation in the year 2000-01. By the end of 2006-07, 3,061 roads covering length of 9739.123 km. and 25,624 C.D. works have been sanctioned in six phases with project cost of Rs.2475.23 crore. Besides, 657 roads with 2801.38 km length and 7686 CD works have also been sanctioned in 2005-06 and 2006-07 under ADB finance.

12.08 Out of these, 2023 roads with 6656.239 kms. length have been completed by the end of 2006-07. Out of this 5873.283 kms were blacktopped and 749.425 kms. were concrete road. Besides, 19729 number of CD works were also completed by the end of 2006-07. The cumulative expenditure made under PMGSY by the end of 2006-07 was Rs.1636.31 crore. Completion of these

projects has proved to be beneficial to 2765 habitants.

12.09 During 2006-07, 451 no. of roads of 2069.854 kms. and 5153 number of CD works have been completed with an expenditure of Rs.447.68 crore. Out of 2069.854 kms. of completed roads, 1780.869 kms. were black topped and 288.985 kms. were concrete.

12.10 For the year 2007-08, proposals for 2095 nos. of roads having 8283.91 kms length have been identified and approved by State Level Standing Committee. Out of these 8283.9 km. of roads, a part will be funded by Asian Development Bank.

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

12.11 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, Govt. of India set up Rural Infrastructure Development Fund (RIDF) which is being operationalised by NABARD since 1995-96. Funds are being provided to the State Govt. for completing /

taking up new infrastructure projects in rural areas out of RIDF by NABARD.

12.12 The number of incomplete roads and bridge projects under R.D. Department along with new road and bridge projects have been included in the RIDF schemes and are operational under different phases. Starting from RIDF-II to RIDF – XI, 359 projects (115 no. 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 of Rs.437.01 crore. Of these, 216 projects (43 no. of roads of 365.237 kms. and 173 bridges) have been completed with an expenditure of Rs.213.93 crore (Rs.52.96 crore for roads and Rs.160.97 crore for bridges) by the end of 2006-07. The remaining projects are at different stages of completion.

#### **SPECIAL CONNECTIVITY PROGRAMME FOR KBK DISTRICTS**

12.13 KBK region is one of the most backward regions in the country. Poor road connectivity is one of the important factor 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 no. of projects have been taken up with an agreement cost of Rs.14.27 crore. By the end of 2006-07, 9 projects have been completed and another 2 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)**

12.14 The Constituency wise allocation was conceptualized to place Rs.10.00 lakh to each constituency, so that critical road projects could be taken up in rural areas in consultation with the local representative (MLA) to address the immediate needs of the locality. During 2006-07, 338.000 km. of roads and 328 nos. of small cross drainages have been programmed for completion in 145 Assembly Constituencies of total allocation of Rs.14.50 crore.

- Budget provision -Rs.1450.00 lakh
- Amount utilized - Rs.1398.57 lakh
- No. of roads to be completed – 1079
- No. of roads completed – 880
- Nos. of CD projects to be completed – 328
- CD projects completed – 220

12.15 A sum of Rs.72.50 crore has been proposed for the 11<sup>th</sup> Five Year Plan out of which an amount of Rs.14.50 crore has been provided for 2007-08. Out of these Rs.14.50 crore, a sum of Rs.4.10 crore is meant for TSP and Rs.2.35 crore for SCSP.

**12<sup>TH</sup> FINANCE COMMISSION (TFC) GRANT**

12.16 The provision in the State Government Budget for maintenance of assets viz. roads, buildings was found to be inadequate and the central government has been generous enough to supplement the requisite funds through 12<sup>th</sup> Finance Commission grant to bridge the gap.

12.17 There is provision of grants of Rs.540.00 crore for maintenance of rural roads and Rs.167.14 crore for maintenance of non- residential buildings spread over a period of four years from 2006-07 to 2009-10. During 2006-07, 373 no. of road projects costing Rs.204.57 crore and 2848 no. of non residential building projects costing Rs.54.95 crore have been taken up and works to the tune of available allotment of Rs.135.00 crore and Rs.41.78 crore respectively were targeted for completion. Against this target 133 no. of road projects and 2305 no. of buildings have been completed with an expenditure of Rs.154.28 crore.

**SPECIAL REPAIR PROGRAMME, (ROADS)**

12.18 During 2006-07, it was targeted to take up 1689 no. of projects under the programme which comprises 976.122 kms. of roads and 235 CD works with an allotment of Rs.5504.26 crore. Against these target about 647.721 kms. of road and 152 no. of CD works have been completed with an expenditure of Rs.6720.37 lakh. The details of target and achievement are given in Table 12.2.

**Table – 12.2**  
**Achievement under special repair programme, 2006-07**

Standard	Target length under repair / improvement	Cumulative achievement
Black Topping (in Km)	325.162	233.319
Cement Concrete (-do-)	650.96	414.402
CD (in nos.)	235	152

Source: Chief Engineer, Rural Works.

**NATIONAL HIGHWAYS**

12.19 Sixteen National Highways have traversed through Orissa with a length of 3595.527 km. in Orissa, out of which 3077.227 km. under the control of National Highway wing of State PWD and 518.300 km. has been transferred to National Highway Authority of India (NHAI) for its improvement under National Highway Development Project

(NHDP) and Port connectivity. 72 no. of works (59 roads, 8 bridges and 5 consultancies) were spilled over to 2007-08 for execution, out of which 13 no. of works have been completed by the end of June, 2007. 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.**

(Rs. in crore)

Year	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
2006-07	72.22	72.22	22.58	22.58	8.40	8.40	12.80	12.80

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

12.20 In August 2004, the State Government has submitted a proposal to the Ministry of Shipping, Road Transport and Highways, Government of India for declaration of 13 State Highways comprising 1,616.29 km. as National Highways. Out of these 13 state high ways, three projects viz. Puri-Konark (203 Extension) of length 35 kms. Puri – Satapada ((49 kms.) and Khurda-Bolangir (299.9 kms.) have been sanctioned and the work of these projects are in progress.

12.21 Govt. of Orissa has 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**

12.22 Road Transport is a priority sector in Orissa since it forms the chief source of transportation and movement of passengers and goods in the state. State Transport Authority (STA) is the apex body of motor vehicle department. It looks after the administration and management of road transport sector of the state.

**MOTOR VEHICLES REGISTRATION**

12.23 During 2006-07, 2,16,319 nos. of new motor vehicles have been registered in the state as against 2,16,635 registered during 2005-06. Hence, there has been a marginal decline in the no. of newly registered vehicles in 2006-07 as compared to the previous year. Similarly, the total no. of motor vehicles registered in the state as on 31<sup>st</sup> March, 2007 has reached 21,48,314 as against 19,31,995

as on 31.03.2006 registering a growth rate of 11.20%. The total no. of motor vehicles on road as on 31<sup>st</sup> March, 2007 is 18, 84,580 as against 16,67,564 on March, 2006 showing an increase of 13.01% during the year 2006-07.

12.24 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 during 2006-07. Similarly during the same period, the number of goods vehicles available per lakh population has increased from 84 to 280. Table 12.4 presents information on different types of motor vehicles on road in Orissa as on March ending from 2002 to 2007.

**Table 12.4**  
**Motor Vehicles on Road in Orissa.**

Type of Vehicles	Number of vehicles as on 31st March					
	2002	2003	2004	2005	2006	2007
Goods vehicle	77,147	84,268	94,859	1,19,352	94130	109738
Public/private bus	4,787	4,946	5,297	5,997	6,395	6699
Motor car/jeep/taxi	58,670	66,691	80,510	95,531	114,469	136792
Auto rickshaw	8,787	11,310	15,086	18,811	23,610	27314
Motor cycle/scooter/mopeds	8,26,548	9,43,178	10,64,323	12,08,210	1368209	1537758
Others	10,616	10,677	11,789	13,092	60,751	66279
<b>Total</b>	<b>9,86,555</b>	<b>11,21,070</b>	<b>12,71,864</b>	<b>14,60,993</b>	<b>1667564</b>	<b>1884580</b>

Source: State Transport Authority, Orissa, Cuttack.

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

## CHAPTER 12

## TRANSPORT AND COMMUNICATION

### MOTOR VEHICLE REVENUE

12.25 During 2006-07 an amount of Rs.425.80 crore was collected as motor vehicle revenue which includes MV tax, fees and penalties. Out of the total MV revenue, a sum of Rs.187.74 crore was collected from MV Tax (44.09%), Rs.57.76 crore from Addl. Tax (13.56%), Rs.4.93 crore from Arrear Tax (1.16%), Rs.5.06 crore from penalty (1.19%) and Rs.170.31 crore as fees (40.0%). The motor vehicle revenue receipt during 2006-07 registered a growth of 4.97% over 2005-06.

**Table – 12.5**  
**Motor Vehicle Revenue Collection in Orissa.**

(Rs. in Crore)

Year	Target	Collection	% of collection	Growth rate
2004-05	320.00	338.11	105.70	20.69
2005-06	400.00	405.66	101.40	19.98
2006-07	500.00	425.80	85.20	4.97

Source: State Transport Authority, Orissa, Cuttack

### CHECK GATES

12.26 Border check gates play an important role in collection of motor vehicles revenue from incoming and out-going vehicles. At present 25 border check gates are functioning in the state. During 2006-07 (up to Jan, 2007) an amount of Rs.80.46 crore was collected through these check gates as against Rs.104.74 crore collected during 2005-06.

### ENFORCEMENT ACTIVITIES

12.27 During 2006-07 about 92356 number of vehicles committing offences were detected and VCRs were issued by enforcement officers leading to a total collection of fine of Rs.2558.57 lakh. The total amount of

enforcement revenue for last three years has been furnished below.

Year	No. of offences detected	Revenue collected (Rs. in lakh)
2004-05	102019	2338.28
2005-06	117320	3752.38
2006-07	92356	2558.57

Source: State Transport Authority, Orissa, Cuttack

### PERMIT & DRIVING LICENSE

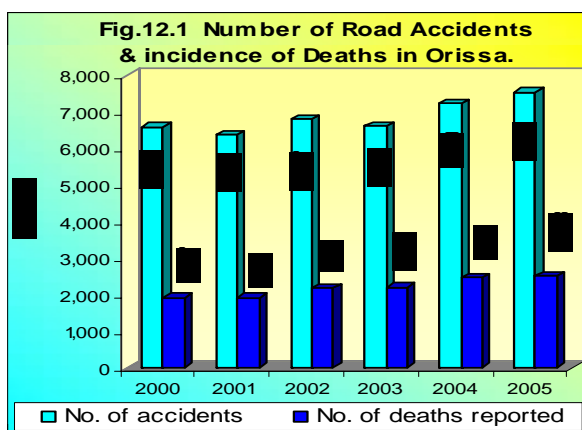
12.28 During 2006-07, 1,29,398 number of driving licenses were issued to various categories of drivers as against 1,32,837 licenses issued during 2005-06. Similarly, 37,222 number of permanent route permits and 63,060 number of temporary route permits were issued during 2006-07 in comparison to 28186 number of permanent and 68688 temporary route permits issued during 2005-06 respectively.

### AUTOMOBILE EMISSION

12.29 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 has made the 'Pollution Under Control' (PUC) certificate obligatory for all categories of vehicles since 1997. By the end of 2005-06, 65 no. 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, 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**

12.30 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 cases recorded 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 of two to three thousands. The State Government has 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 generating awareness campaign on road safety and to mitigate road accidents, "Road Safety Weeks" being observed through out the state. Figure 12.1 reflects the number of road accidents and deaths in Orissa during 2000 to 2005.



Source: State Transport Authority, Orissa.

**ROAD SAFETY**

12.31 Road safety was the prime concern for State Transport Authority in 2006-07 "Road Safety Week" is being observed throughout the State. The 18<sup>th</sup> National Road Safety Week was observed from 1<sup>st</sup> January, 2007 to 7<sup>th</sup> January 2007 in collaboration with Orissa Road Safety Society. Transport Commissioner of Orissa, as Chairman, addressed the menace of road accidents with a number of stringent remedial measures. Some of the major remedial measures include

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- Awareness camps on road safety through RTOs & NGOs all over Orissa through out the year.
- Public campaign on road safety in electronics & Print media in fillers, slides, advertisements, documentaries etc. at regular interval and distribution of road safety materials among road users.
- Installation of solar lighting systems at crucial point of check gates.
- Electronic detection of MV offences through video recording and CCTV on movement of vehicles.

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

12.32 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 2006-07, the total fleet strength of the Corporation was 269 with 226 buses (on road) plying on 107 state routes and 20 inter-state routes. The Corporation carried 62.87 lakh passengers during the year 2006-07. Although the Corporation made a loss of Rs.552.10 lakh during 2001-02, since then it started earning profit. During 2006-07, it earned a profit of Rs.87.17 lakh as against Rs.92.92 lakh during 2005-06. 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 2006-07, 1192 employees were working in the Corporation as against 1243 employees in 2005-06. 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
2006-07	269	226	136483.90	1192	62.87

Source : Orissa State Road Transport Corporation, Bhubaneswar.

**RAIL TRANSPORT**

12.33 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 kms. of railway route including 54 kms. of narrow gauge as on 31.03.2007. 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 2006-07. The railway routes passes through 23 districts of the State excluding seven districts viz. Boudh, Deogarh, Kandhamal, Kendrapara, Malkangiri, Nawarangpur and Nayagarh.

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

- Three new trains have been sanctioned by the ministry of Railways in the Railway Budget for 2006-07. These are :
  - Bhubaneswar-Pondichery weekly express
  - Puri-Howrah (bi-weekly) Express
  - Bhubaneswar – Baripada (tri-weekly) express
- Two weekly express trains have been introduced between Puri and Howrah w.e.f. July, 2006.
- Raipur – Sambalpur express and Puri – Sambalpur passenger train have been extended up to Bhubaneswar and Rourkela respectively.
- Bhubaneswar – Sambalpur super fast express has been extended from Sambalpur to Bolangir and Bangalore –

*Visakha Patnam, Prasanti Express has been extended to Bhubaneswar.*

- *Electrification was operationalised for Cuttack – Paradeep railway link w.e.f. July, 2006.*

12.35 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**

12.36 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 increasing. During 2005-06, 331.09 lakh MT cargos were 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.

12.37 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.

12.38 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**

12.39 The Gopalpur Port has been handed over to Private Developer M/s Gopalpur Ports Ltd. by drawing the Concessional Agreement on 14.09.2006 on BOOST basis for expansion and development of Gopalpur Port as an all weather port. During the year 2006-07 the port has exported 50,200 MT of Illuminate sand during January, 2007. As per the Concessional agreement the first year percentage of gross revenue sharing of Government is nil. During the year 2007-08 between December, 2007 to January, 2008 cargo from 4 no. of ships has been handled by M/s Gopalpur Ports Ltd. After closure of operation of the port the Government will get

1.5% of revenue sharing from the gross revenue by the company.

**DHAMARA PORT**

12.40 Dhamara Port is being developed by a Private Developer named Dhamara Port Company Limited nearer to the Dhamara Fishing Harbour on BOOST basis during the 1998. Due to constraint of land acquisition process the development of port has been delayed.

**KIRTANIA PORT**

12.41 The Concessional Agreement has been signed by Government of Orissa for construction of a Port at Subarnarekha Mouth (Kirtania) on 11.01.2008 with Creative Port Developer Private Limited on BOOST basis for development and operation of Port at Kirtania to handle the cargo 14 MT per annum to 50 MT per annum in three phases. The first phase of development of port is likely to be completed by 2011.

**DHAMARA FISHING HARBOUR**

12.42 The operational activities of the Fishing Harbour, Dhamara, continued in the year 2006-07. 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 2006-07 was Rs.40,62,375/-.

**MODERNISATION OF INLAND WATER TRANSPORT**

12.43 Inland Water Transport services are 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 crews at Crew Training Institute. Passenger motor launch service is being provided in eight different water routes under three sectors. The Chandabali sector provides launch services from Chandabali to Aradi, Talachuan and Rajnagar while Balugaon sector provides services from Balugaon to Krushnaprasad, 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 Chandabali-Rajnagar have been discontinued temporarily due to insufficient passengers and low draft of water at the lake shore. During 2006-07 about 1.15 lakh passengers availed motor launch services and an amount of Rs.17.21 lakhs was earned towards passenger fare as against 1.33 lakh passengers and 19.52 lakh passenger fare collected during 2005-06. Besides, an amount of Rs.2.18 lakhs has been collected

from 155 nos. of boats towards survey and registration charges under Orissa Boat Rules – 2004. During 2006-07, 88 students appeared in the examination for Serang, Master Driver and Inland Engineer out of which 68 candidates have passed out successfully.

12.44 A Crew Training Institute is functioning under the control of the Directorate of Ports and Inland Water Transport at Chandabali, 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, Chandabali with an estimated cost of Rs.3.71 crore has been submitted to Inland Water Authority of India (IWAI), Ministry of Shipping, Government of India for consideration.

12.45 The passenger launch services in the state has been provided for better transport facilities to the weaker sections of people where there is no road or rail transport facilities. The motor launches plying in Chandabali, Chilika and Astarang sector are pretty old and has out lived its life span for which the motor launches frequents breakdown due to its mechanical troubles and needs frequent repair.

12.46 In view of the above, it is suggested to replace the old motor launches and procure 3 nos. of 50 seater and 3 no. of 20 seater steel motor launches for Chandabali, Chilika and

Astaranga sector respectively for better transport facilities to the public in water routes and to earn good revenue for Government.

**CIVIL AVIATION**

12.47 The Prime objective of the Directorate of Civil Aviation is to look 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 since 2006-07. There are 13 airstrips and 16 helipads in the State for landing of State Government aircrafts and helicopters. Efforts are being made upgrade / strengthening them for all-weather operation. During 2006-07, an amount of Rs.80.42 lakh has been spent for maintenance and development of airstrips / helipads as against Rs.15.50 lakh spent in 2005-06 for the purpose. No pilot training has been provided since last two years due to want of Pilot instructors. However, government is initiating productive role for functioning of Flying Training Institute through PPP on Lease Develop Operate (LDO) model.

12.48 Ministry of Civil Aviation, Government of India has taken up expansion / modernization of Bhubaneswar Airport in view of its geographical, tourist and commercial importance. The State Government has 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**

12.49 During 2006-07, there were 8,161 post offices in the State of which 7582 were in rural areas. The number of post offices in the State per lakh of population stood at 21.2 and the number of post offices per 100 square Kms. 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.

12.50 The telecommunication service network in the State is being increased over the years. During 2006-07, there were 1154 telephone exchanges in the State and telephone facilities were available in 40779 villages which comprise 86.7% of the total villages in the State. The total number of telephone connections in the State during 2005-06 was 1437505 which has increased to 1662037 by the end of 2006-07. This comprises 772196 no. of land line, 760936 mobile and 128905 WLL connections. Besides public telephone Subscriber Trunk Dialing (STD) service is now available in 24564 stations along with 4784 Local PTS and 932 Highway PTS. The total number of STD lines in the State during 2005-06 was 469902 with 1066 STD stations.

<p><b>1. Number of Post Offices :</b></p> <p>Rural : 7582</p> <p>Urban : 579</p> <p>Total : 8161</p> <p>Number per 100 sq. km : 5.2</p> <p>Number per lakh population : 21.2</p> <p><b>2. Premium Postal Services Available :</b></p> <p>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> <p>Electronic : 1154</p>	<p><b>4. Number of Telephone Connections :</b></p> <p>( i ) Land line - 772196</p> <p>( ii ) WLL - 128905</p> <p>( iii ) Mobile - 760936</p> <p><b>5. Number of villages covered with telephones</b></p> <p>Total number of villages covered : 40779</p> <p>Percentage of villages covered : 86.7</p> <p><b>6. No. of STD stations – 1066</b></p> <p>No. of subscribers STD - 469902</p> <p><b>7. Public Telephones Service (PTS)</b></p> <p>(i) STD : 24564</p> <p>(ii) Local PTS : 4784</p> <p>(iii) Highway PTS- 932</p> <p><b>8. Telephone facilities</b></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 - 465</p>
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Source: Chief Post Master General, Orissa, Bhubaneswar Chief General Manager, Telecom, Orissa, Bhubaneswar

