

Development and Study of Transportation of Odisha

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Abstract: Transportation is an essential part of all-round development of a state. It is types of demand that rests on a series of economic and non- economic characteristics of the public. The growth of transport sector has direct bearing on the economic establishment of desirable human settlement, diversification, improvement and cultural integration of quality life of people of the State. The policy makes all attempts to ensure the security, comfort, safety and economy of mobile population by taking into reflection the technological, environmental, road safety, fiscal and management aspects of transportation sector. Among the four major modes of transportation sector (like Road, Railways, Airways and Waterways) Road Transportation plays a dominating role in both passenger and freight movement in Odisha.

Traffic movement by means of Airways and Waterways are extremely limited in terms of capacity, volume, and infrastructural development in the state. The All India share road traffic movement is 70:30 % for freight traffic and 85:15 % for passenger traffic. In Odisha the road-rail share of traffic movement is also very high. The proportion increased due to deficiency in rail infrastructural development and due to better door-to-door service flexibility, effectiveness, cost reliability, easy extension of service of remote underdeveloped areas by road transport mode in the state. The Transport Policy aims at establishing a transparent, efficient, and modernized transportation, administration and management system for both passenger & freight and traffic movement in the state of Odisha.

Keywords: ASHA, NHM, Health Aspect of Laxhmannath and Gop Village, Mamata Dibas (Odisha state health scheme), GSDP, Socio-economic indicators, Transport, mean, standard deviation, correlation, mathematical models, STP.

I. INTRODUCTION

Odisha State Road Transport Corporation operates under the Transport and Commerce Department of Government. of Odisha. Transport and Commerce department of Odisha is the only organization of the Government which provides passenger transport in the Odisha. In 1948, the State Govt. took over operation of bus services run by erstwhile princely states under State Transport Services (STS) of Transport Department of Odisha.

The OSRTC Rules were passed in 1967. In 1950, the Central Act, R.T.C. Act was enacted (Act No. 64 of 1950) which required creation of Road Transport Corporations under respective Governments. The employees of State Transport Services were turned over to the OSRTC, which became functional w.e.f. 15.05.1974. The Corporation started functioning with Share Capital Contribution from the State Govt. and the Central Govt. in the ratio of 2 : 1.

The O.R.T. Company, running in the southern parts of the state merged with the OSRTC in 1990 along with all its, assets, liabilities and employees.

A. *Need for Transportation in Odisha*

The first MV Act was enacted in 1914 which gave regulatory power to local Government for license, registration, and enforcement of motor vehicles. Transportation sector is the concurrent list of the constitution. In 1939, the 2nd MV Act was enacted in which RTAs and STA were created in collaboration with Police department to administer the regulations and rules. The 1988 MV Act was liberalize with a series of amendments. This Act continues to be in force till date. In addition to MV Act 1988, the following rules and Act are enforced to administer road transportation sector in Odisha:

- Odisha Motor Vehicle Taxation Act 1975
- Odisha Motor Vehicle Taxation Rules 1976
- Central Motor Vehicle Rules 1989
- Odisha Motor Vehicle Rules 1993

B. *Scope of Work*

Freight Transport Service

- Growth in Goods Transport is adversely affected due to non-availability of soft loans and other allied services.
- Rail and road-ways compete with each other for freight services.
- Total Number of 94130, trucks were plying on road out of total 122275 trucks registered in Odisha As on 31st March, 2006 giving sustained income and employment to people directly and indirectly.

Passenger Transport Service

- Intermediate public transport (IPT) modes & multi utility vehicles like taxis, autos, trekkers etc. are used in many parts of the State. As on 31st March, 2006, there are 23610 auto-rickshaws, 7716 trekkers, 20954 taxis, 68815 cars plying on road in the State which are much less than the total number of IPT category vehicles registered. They cater the local transport needs of those areas where grossly inadequate number of stage carriages are plying. These IPT modes of transport usually ply in cities/towns/NACs and in feeder routes linking periphery regions of the State.
- Road based passenger transportation system in Odisha is mostly private.

II. LITERATURE REVIEW

Sanjay K. Singh, Review of Urban Transportation in India

City plays a vital role in promoting economic, social and other growth and prosperity. The development of cities largely depends upon their social, institutional infrastructure and physical. In this situation, the importance of intraurban transportation is paramount. This provides an overview of urban transport issues in India, rather than covering every aspect of urban transportation, it primarily focuses on those areas that are important from a policy point of view. The article first reviews the trends of vehicular growth and availability of transport infrastructure in Indian cities. This is followed by a discussion on the nature and magnitude of urban transport problems such as congestion, pollution, and road accidents. Building on this background, the article proposes policy measures to improve urban transportation in India. Indian cities cannot afford to cater only to private cars and two-wheelers and there has to be a general recognition that policy should be designed in such a way that it reduces the need to travel by personalized modes and boosts public transport system. This requires both an increase in quantity as well as quality of public transport and effective use of demand as well as supply-side management measures. At the same time, people should be encouraged to walk and cycle and government should support investments that make cycling and walking safer.

Dr. Pawan Kumar Dhiman, MS. Seema Jain, Public Transport System- A Boon to National Development

The more developed nation in the world exhibits an integrated system of transport networks and its modernity in clearly index of economic development of a country as well as a state. A strong and efficient public transport system has become a necessity for moving from one place to another and lifting goods from one area to another. In India every state has its public transport service system to connect within and one state to another, and in the absence of adequate Public transport services, multiple private operators also offering services in the form of mini bus service, shared taxi and auto -rickshaw etc. In the recent years increasing share of personal vehicles and declining shares of public transport led to the rising problems of air pollution, high emission rates, more dependency on fossil fuels and economic loss due to congestion and increasing travel time. This paper aims to highlight the issues and challenges of current Public Transport service System and try to provide some measures for the improvement of Public Transport service System. In India there are 54 state public sector transports out of which 7 are doing good keeping in view of the rising adverse impacts; several measures are required to bring about the improvement of Public transport.

III. METHOD

The strategies of proposed Transport Policy would be as follows:

1. More authoritarian regulatory mechanism will be followed in case of issue of fitness certificates, stage carriage permits and driving licenses.
2. Institutional mechanisms will be formulated for enhancement of infrastructure in the transport sector.
3. Institutional framework will be established for reason of fare and tariff structure and for redressal of public grievances in the transportation.
4. Urban Transport System to be efficient and strengthened.
5. Road transport sector to be modernized with foreword of E-governance.
6. A transport infrastructure development fund would be created to encourage investment in inland waterways and road transport.
7. Close co-ordination with railway to expedite implementation of various railway development projects will be ensured. Feeder services for passengers & goods will be encouraged for optimum utilization of the rail infrastructure in the State.
8. Airport would be extended, modernized and more airstrips and helipads would be developed.
9. The provisions of services to the transport operators will have to advance. They should also discharge their liability to pay taxes and fees as per law. The administration would aim to enforce the liability of the operators to provide quality services and to pay taxes as per law through greater degree of voluntary compliance. The operators in turn would have to ensure quality services to the public within the provision of law.

IV. CONCLUSION

It is concluded from above that transportation has significant impact on social parameters like Agriculture, Forestry, Mining, quarrying and manufacturing, Animal Husbandry, Fisheries, Manufacturing units, Mining and Quarrying, Gas, Electricity, Water Supply, Construction, Hotel & Restaurant, Communication, Trade, Storage, Banking & Insurance, Public Administration, Real Estate, Other Services, Total GSDP, Population, Consumer Price during the period 2003-13. As it is envisaged, the development in transport system has considerable effect on the social parameters for their development. Hence, the augmentation of transport system has caused the development in social sector.

Odisha is committed to ensure positive growth of transport sector under Govt. of India's liberalized regime of MV Act, 1988.

The basic goal of Transport Policy of Odisha would be:

To increase competition, efficiency, transparency, accessibility, and adequate availability of transport services in the State.

- To improve infrastructural services including amenities to passengers.
- To extend road network in the State in a phase to phase manner.
- To facilitate private investment with better soft loan facilities for growth in passenger and freight transport.
- To establish rational fare structure for passenger and good transport.
- To ensure comfortable, need based safe & environment friendly road transport system in the State.
- To improve efficiency at Border Check gate management for smooth flow of vehicles & additional generation of revenue.
- To introduce E-governance in transport sector for better transparency, efficiency & restriction leakage of revenue.
- To restructure OSRTC, and create a user friendly data base for the Transport Sector in the State.
- To involve improved Urban Transport system and to establish MRTS in densely populated regions.
- To facilitate expansion of the railway network in the State To develop inland water transport system in the State.
- To develop and modernize airways in the State.

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