

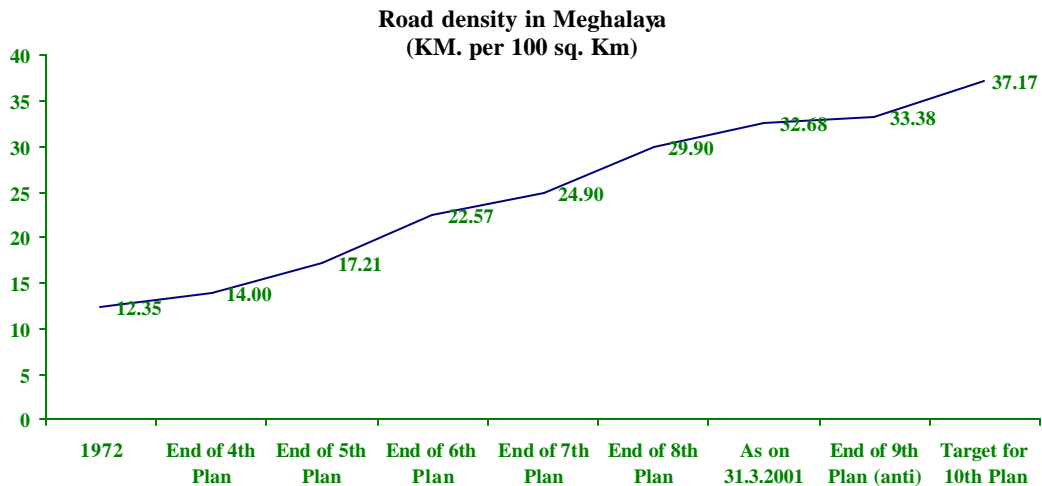
CHAPTER – VII

TRANSPORT

7.1. ROADS AND BRIDGES

7.1.1. Road transport is the only means of communication in the hilly State of Meghalaya. Right from the inception of the State, the development of this sector had been given utmost importance while formulating the Five Year Plans and Annual Plans.

7.1.2. When the State came into being, it inherited a road density of 12.35 Km/100 sq. Km. from Assam in 1970. At the end of the Eighth Plan (1992–97), the road density increased to 29.90 Km./100 sq. Km. The road density further increased to 32.67 Km./100 sq. Km. with a total road length of 7328 km. at the end of 2000-01.



7.1.3. The total road length at the end of the Eighth Plan (1992-97) in the State of Meghalaya was 6707 km. of which 3703 km. is gravelled road and 3004 km. is blacktopped road. It is anticipated that at the end of the Ninth Plan (1997-2002), the total road length achieved would be 7488 km. of which 3965 km. is graveled road and 3523 km is blacktopped road.

7.1.4. **Ninth Plan (1997-2002) :-** The agreed outlay for ‘Roads and Bridges’ sector during the Ninth Plan is Rs. 45,000.00 lakhs. The total allocation for this sector based on Annual Plan allocation, at current prices, is Rs. 40,700.00 lakhs only which when deflated to 1996-97 prices stands at a level of Rs. 33,429.27 lakhs. The investment made on ‘Roads & Bridges’ sector during the Ninth Plan period fall far short of the agreed outlay of Rs. 45,000.00 lakhs. Table - I below indicates the annual allocations and expenditure on this sector at current prices as well as at the deflated 1996-97 prices :-

Table – I : Outlay and Expenditure during the Ninth Plan period*(Rs. lakhs)*

Annual Plan	Outlay		Expenditure	
	(at current prices)	(at 1996-97 prices)	(at current prices)	(at 1996-97 prices)
1997-98	6420.00	6026.47	6506.81	6107.96
1998-99	7040.00	6065.31	6875.61	5923.68
1999-2000	8450.00	7010.70	8471.39	7028.45
2000-01	9470.00	7412.34	9651.18	7554.15
2001-02 (anti)	9320.00	6914.46	9320.00	6914.46
Total	40700.00	33429.28	40824.99	33528.70

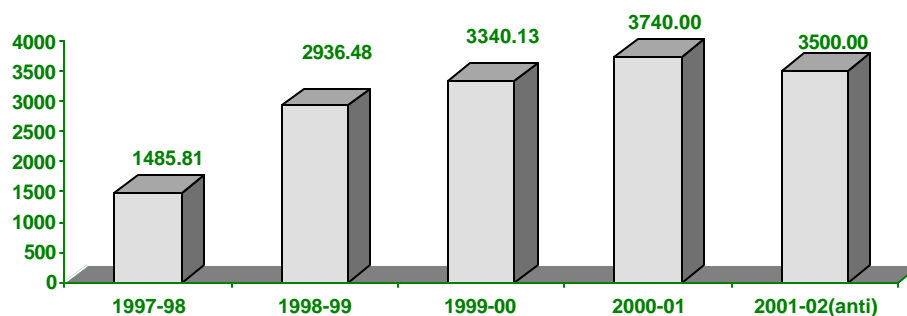
The physical achievements in respect of 'Roads & Bridges' sector during the Ninth Plan period is indicated in Table – II below :-

Table – II : Physical Achievements and Targets in the Ninth Plan

Items	Unit	Ninth Plan target	1997-2001 Achievement	2001-02 Anti. Achievement	Ninth Plan Total Anti. Achievement
Formation	Km.	850	621	160	781
Metalling & Blacktopping	Km.	805	409	110	519
Widening & Improvement	Km.	598	214	75	289
Major/ Minor Bridges	Rm.	4100	1679	450	2129

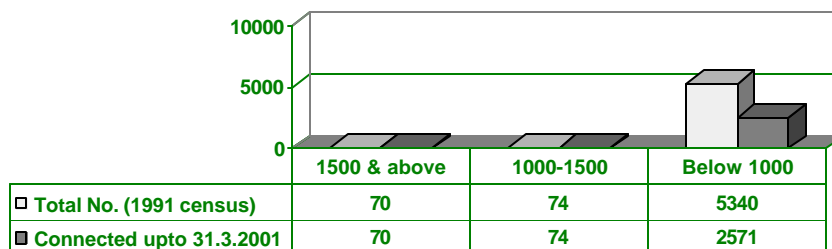
7.1.5. **Basic Minimum Service/ Pradhan Mantri Gram Sadak Yojana :-**

Out of the approved outlay of Rs. 45,000.00 lakhs for 'Road & Bridges' sector, the earmarked outlay for Basic Minimum Services/ Pradhan Mantri Gram Sadak Yojana was Rs. 8300.00 lakhs. It is anticipated that an expenditure of Rs. 15002.00 lakhs is likely to be incurred under BMS/ PMGSY during the Ninth Plan period as per figure below :-

**Figure : Annual Expenditure on BMS/ PMGSY**

According to the 1991 census, there are 5484 inhabited villages in Meghalaya out of which 2571 villages have been connected upto the end of March, 2001. The 'Approach Paper to the Tenth Plan' states '*Rural road connectivity is an extremely important aspect of rural development. Substantially enhanced rural road accessibility should be achieved in the Tenth Plan by linking up all villages with all-weather roads through the Prime Minister's Gram Sadak Yojana. The need is for the linking of villages and habitations with all-weather roads. However, while constructing rural roads, connectivity of public health centers, schools, market centers, backward areas, tribal areas and areas of economic*

importance should be given priority. The physical target and achievement in respect of BMS/ PMGSY during the Ninth Plan period is as indicated in figure and Table – III below :-



No. of villages on basis of population groups

Table – III : Village Connectivity under BMS/ PMGSY

Population group	No. of villages as per 1991 census	Villages connected upto 31-3-97	Target for 9 ^h Plan	Villages connected during				Anti. Achievement 2001-2002
				1997-1998	1998-1999	1999-2000	2000-2001	
1500 & above	70	45	25	2	5	18	-	-
1000 – 1500	74	64	10	5	3	2	-	-
Below 1000	5340	2377	280	30	42	40	82	60
Total	5484	2486	315	37	50	60	82	60

Note : The remaining unconnected villages are small isolated villages having a population of 200 and below.

7.1.6. **NABARD Loan :-** During the Ninth Plan period, a number of road schemes were implemented with loan from NABARD under the Rural Infrastructure Development Fund (RIDF). The details of loans received from NABARD for rural road construction under RIDF during the Ninth Plan (1997-2002) period are as indicated in Tables IV and V below :-

TABLE IV : R.I.D.F. (Financial)

(Rs. in lakhs)

Category	Amount released by NABARD					
	1997-98	1998-99	1999-00	2000-01	2001-02	Total
RIDF - I	278.67	59.34	1.41	-	-	339.42
RIDF – III	-	82.46	179.66	283.23	89.31	634.66
RIDF – IV	-	-	233.22	311.10	123.83	668.15
RIDF – V	-	-	556.44	392.41	112.08	1060.93
RIDF – VI	-	-	-	255.08	302.13	557.21
RIDF - VII	-	-	-	-	262.29	262.29
Grand Total	278.67	141.80	970.73	1241.82	889.64	3522.66

TABLE V : R.I.D.F. (Physical)

Sl. No.	Category	Remarks
1.	R.I.D.F. – I	19 rural road schemes were taken up under RIDF-I and all schemes have been completed.
2.	R.I.D.F. – III	10 rural road schemes and 9 rural bridge schemes were sanctioned under RIDF – III. Out of these 19 schemes, 17 schemes have been completed while the other 2 schemes are expected to be completed by March, 2002.
3.	R.I.D.F. – IV	16 rural bridge/culvert schemes were taken up under RIDF – IV. Upto September, 2001, 3 schemes have been completed while the remaining 13 schemes are expected to be completed by March, 2002.
4.	R.I.D.F. – V	45 rural road schemes and 4 rural bridge schemes were taken up under RIDF V. These schemes are targeted to be completed by March, 2002.
5.	R.I.D.F. – VI	36 rural road schemes and 11 rural bridges were selected under RIDF – VI.
6.	R.I.D.F. – VII	NABARD has sanctioned 10 rural roads and 7 rural bridges under RIDF – VII.

It is expected that during the Tenth Plan period, more loan will be sought for from NABARD for construction of rural road and bridge schemes under the Rural Infrastructure Development Fund.

7.1.7. **Tenth Five Year Plan (2002-07) and Annual Plan 2002-03:-** The proposed outlay for ‘Roads & Bridges’ sector during the Tenth Plan period is Rs. 51500.00 lakhs which consists of Rs. 19250.00 lakhs for PMGSY and Rs. 1500.00 lakhs for Construction of Rural Roads Programme (CRRP). With this outlay, a target of 850 Km of new roads will be constructed, 600 km. of road metalled and blacktopped and 450 Rm. of bridges constructed. The proposed outlay for this sector during Annual Plan 2002-03 is Rs. 10000.00 lakhs which consist of Rs.3850.00 lakhs for PMGSY and Rs. 270.00 lakhs for CRRP. Table - VI below indicates the physical targets for the Tenth Plan and Annual Plan 2002-03 :-

Table – VI : Physical targets during the Tenth Plan period

Items	Units	Tenth Plan target	Annual Plan 2002-03
Formation	Km	850	165
Metalling & Blacktopping	Km	600	120
Improvement/ Widening	Km	400	80
Bridges	Rm	2375	475

7.1.8. **Conclusion :** In the State of Meghalaya, all large and medium sized villages have already been connected. The remain ing unconnected villages are small and isolated with a population size of 200 or below. Due to the topography of this hilly State, many of these villages are inaccessible and huge investment is required for providing these remaining villages with roads. In view, thereof, it is likely that in the subsequent years, the coverage of villages would be comparatively less than the earlier years.

The Approach Paper to the Tenth Plan has indicated the areas of concern in respect of ‘Roads & Bridges’ sector as follows : ‘ *There are a number of areas of concern*

which affect the efficiency of road transport operations. These include the need for rationalization of road transport taxation structure which may support cost-effective road transport system, restraining of overloading of trucks, control of encroachment and unplanned ribbon development, and promoting road safety. The employment potential of the road transport sector too has not been effectively utilized due to insufficient encouragement to private enterprise. Particular emphasis needs to be given to removing all unnecessary policy and procedural hindrances to greater private participation in road transport operations, particularly by cooperative and corporate bodies, without compromising on road safety considerations.'

7.2. ROAD TRANSPORT

7.2.1. The Road Transport sector in the State of Meghalaya is very essential in view of the fact, that, the State is not linked with any railway lines and water transport facilities. The only Airport at Umroi near Shillong is not feasible for the landing of big aircrafts and as such, it is not serving the State and its people as desired. Moreover, Umroi airport is not in operation as at present. The State has, therefore, to depend solely on the road transport system only. The State Government is operating bus transport services between different destinations to carry goods and passengers through the Meghalaya Transport Corporation which gets financial assistance from the Government in the form of Capital Contribution, which is constantly running at a loss. The main reason for loss are (i) Overstaffing, (ii) Non-replacement of old fleet and (iii) Running on un-economic routes for providing services to the rural population etc.

7.2.2. The approved outlay for the Ninth Plan is Rs. 1600.00 Lakhs. The amount released for the MTC during the first four years of the Plan is Rs. 1027.00 Lakhs. The approved outlay for the year 2001-2002 is Rs. 300.00 Lakhs only which is expected to be utilized in full. The anticipated expenditure during the Ninth Plan period is Rs. 1327.00 Lakhs only. **An outlay of Rs. 1650.00 Lakhs is proposed for the Tenth Five Year Plan (2002-2007) for the Road Transport sector in Meghalaya which is proposed to be released to the Meghalaya Transport Corporation as Capital Contribution. The proposed outlay for 2002-2003 is Rs.330.00 Lakhs.**

7.2.3. **Fleet strength of the MTC:** As at present the MTC is having a fleet of 89 buses plying in 32 routes covering 4422 Kms. During the Tenth Plan it is proposed to increase the fleet to 150 buses for operation in 47 routes.

7.3. OTHER TRANSPORT SERVICES

7.3.1. Under the Other Transport Services sector, important Projects taken up are - Upgradation of Umroi Airport and construction of STOL Airport at Baljek. The other schemes implemented are Motor Driving Schools, Financial Assistance to Scheduled Castes/Scheduled Tribes, Construction of Joint Check gates, Pollution Testing and Control, provision of wayside amenities and computerization.

7.3.2. The approved outlay for the Ninth Plan (1997-2002) is Rs.1500.00 lakhs. The expenditure during the first four year of the Ninth Plan period was Rs.305.85 lakhs and the anticipated expenditure during 2001-2002 is Rs.219.00 lakhs. **An outlay of Rs.880.00 lakhs only is proposed for the Tenth Five Year Plan (2002-2007) which includes Rs.150.00**

lakhs for upgradation of Umroi Airport and Rs.160.00 lakhs for construction of new Helipads. The proposed outlay for 2002-2003 is Rs.175.00 Lakhs . The main programmes are briefly highlighted in the following:-

A. Upgradation of Umroi Airport:

It was felt necessary that the existing Umroi Airport be upgraded and facilities for landing of bigger aircrafts be provided. Accordingly, in March 1991, Airport Authority of India inspected the site and recommended upgradation with an estimated expenditure of Rs.12.00 crores with an advice that sufficient land be made available for expansion of runway and other infrastructures. However, nothing could be done during the Eight Five Year Plan. Fresh feasibility study was made in May, 1997 by a team of Airport Authority of India officials and recommended the following :-

1. Acquisition of land for extension of runway from 6000 ft. to 8500 ft.
2. Development and grading of runway strip.
3. Extension of runway and associated pavements.
4. Extension and modification of terminal building complex.
5. Provision of V.O.R./R.M.E. and PAPI.
6. Cutting of hills and construction of boundary walls.

The total estimated cost was Rs.35.00 crores. The project of upgradation could not be implemented even during the Ninth Five Year Plan and hence it is again proposed for implementation of the project during the Tenth Five Year Plan with the estimated cost of Rs.150.00 lakhs.

B. Construction of STOL airport at Baljek: This has since been completed by Airport Authority of India with the total cost of Rs.12.21 crores. The airport is however, yet to be handed over and taken over by Department. No proposal is made for any expenditure for operation, maintenance etc. of the airport.

C. Construction of Helipads: Helicopter services is also in operation in the State with a view to giving quick and efficient communication in the remote and hilly District headquarters. Therefore, construction of Helipads in at least 3 important District Headquarters is proposed to be taken up in the Tenth five Year Plan. The proposal is estimated at Rs.160.00 lakhs during the entire Plan period.

D. Motor Driving Schools: It is proposed to continue the scheme of assistance to the existing Motor Driving Schools and increase the existing 3(three) schools to at least 5(five) in the State in order to develop, impart as well as improve driving skills. The necessity of continuing the scheme is the fact that Meghalaya being a hilly State special skills are required for safe driving in hilly terrain roads in order to minimize occurrence of accidents which is not uncommon, besides other safety measure schemes proposed under this Five Year Plan.

E. Financial Assistance to Scheduled Caste/Scheduled Tribes: The proposal is also a continuing scheme. In the wake of growing unemployment among the educated youth of the State, the existing scheme is proposed to be carried over to the Tenth Plan period with a view to create more and more employment opportunities in the transport service sector.

F. Construction of Joint Check gates: In order to check vehicles, service as well as goods transport plying without valid permits and without compulsory weighment, it is proposed that several Department, including Police, Forest, Mining & Geology, Excise etc. put up joint check gates at strategic locations, particularly on National Highways and State highways. The proposal will control movement of goods and commodities as well as check loss of Government revenue.

G. Pollution Testing and Control: Although, the State of Meghalaya have not experienced pollution like in the big metros of the country, it is however, high time that pollution control measures need to be introduced and intensified with the help of modern equipments.

H. Provision of Wayside Amenities: The Department proposed to continue the scheme since wayside amenities are not yet available in many remote parts of National Highways that pass through the State and State Highways and District Headquarter roads. Since Meghalaya comprises of hilly countryside and road communication being the only means of communication in the land-locked State, much is yet to be done by providing roadside amenities to travellers from the State as well as to visitors from other parts of the country.

I. Construction of Retaining/Boundary Walls for the Office of District Transport Officers in all the remaining 6(six) Districts of the State: This is also continuing scheme as retaining walls/fencings are essential for the safety of D.T.Os Offices. The scheme will continue during the Tenth Plan also.

J. COMPUTERISATION:

With the ever increasing work-load of administration and enforcement of Central Motor Vehicles Act, 1988 and Motor Vehicle Rules, 1989 and other Motor Vehicle Taxation Rules of the State, the Transport Department have already started the process of computerization during the second half of the Ninth Plan. It is proposed to continue the process of computerization in the Tenth Five Year Plan also. In the process, the Offices of Commissioner of Transport, all the District Transport Officers, the Secretary State Transport Authority and all the Secretaries Regional Transport Authorities will be fully computerize. These will include issue of computerized Driving Licences and computerized Registration Certificates and other vehicle documents besides the use of Smart Cards, G.P.S. etc.