

MEMORANDUM PRESENTED TO SHRI NITIN GADKARI, HON'BLE ROAD TRANSPORT AND HIGHWAYS MINISTER, GOVERNMENT OF INDIA, BY THE BIHAR CHAMBER OF COMMERCE AND INDUSTRIES ON 7TH JUNE 2022

We, on behalf of our Members and people of Bihar congratulate and thank Hon'ble Prime Minister Shri Narendra Modi and you, Sir on completion and inauguration of East Flank of Mahatma Gandhi Setu. Damaged Gandhi Setu had become a night mare for people of Bihar and Patna in particular.

Most of Bihar is flood effected and until dams are built and irrigation canal (for irrigation of land in Bihar and Nepal) are developed in Nepal the flood menace in Bihar will continue and will keep on damaging roads and agriculture crops. Central Government can take initiative and get dams, reservoirs, irrigation system, hydro electric generation units installed in Nepal, buy electricity generated and make some payment for maintenance of canals for about 20 years and then hand over the entire project to Nepal government then the flood problem of Bihar can be solved and the state of Bihar can produce enough grains to feed most of India. It will also help in containing expansion of China in Nepal

Road Infrastructure is the basic ingredient for development of a State / Nation. Before NDA government came to power at the Centre and in the State the road infrastructure in the State of Bihar was very poor & was one of the reasons due to which state could not develop. Road density per lakh population is very low in Bihar, and needs to be upgraded to National level and upto the level of developed states.

After Hon'ble Prime Minister Shri Narendra Modiji government was formed road and bridge development work took a new dimension all over India. Road development work of NHAI – 4 lane road was expedited in the State of Bihar. **Recently new expressways have been announced through Bihar Connecting India in East - West direction & North – South Direction.**

Sir, in spite of proposed and new road development projects in Bihar much needs to be done in connection of roads and bridges at present in State of Bihar.

(1) **NEW ROAD**

- (i) **A new elevated road approx 15 km from Anishabad (Beur) to Kachidargah should be constructed.**

The city of Patna traffic is not only chaotic but extremely dense. It is necessary to build elevated road connecting Anishabad (Beur) to Kachidargah thereby allowing the through traffic to move without let or hinderance thereby reducing the traffic load. The elevated road will work as bypass and road going below will work for traffic movement. Elevated roads will not entail the cost associated with land acquisition

- (ii) **A Multilayer Junction or Rotary Junction must be constructed at Pahadi on Zero Mile, Patna to connect with both flanks Mahatma Gandhi Setu as well as the proposed bridge parallel to it for smooth vehicular movement.**

- (iii) **A new 4 lane road should be provided from Jamui upto NH-2 (GT Road). It will provide easy movement in North – South Direction.**

- (2) **After Gandhi Setu at Patna – next Bridge where goods vehicles can cross river Ganga is at Munger which is about 175 Kms away.**

- (a) **Road-cum-Rail Bridge at Mokama rehabilitation work needs to be expedited. NHAI has given fund of Rs. 80 crore to EC Railway for rehabilitation but East Central Railway is not carrying out work as they think that Rail Cargo will be shared by Road if bridge is opened for good vehicles.(at present Road Bridge is closed for all goods vehicles and public transport like buses. Goods trains and passenger trains pass over bridge.)**

- (b) **Proposed 6 Lane Bridge on NH31 under construction at Mokama should be expedited and completed at earliest.**

- (3) **All sanctioned Road / Bridge construction work should be monitored and completed in time in order to have a network of 4 lane & 6 lane Highways.**

To name of few, of which are under construction for long time:-

- (a) **PATNA – GAYA – DOBHI ROAD**
(b) **PATNA – BUXAR ROAD**
(c) **PATNA – ARRAH - MOHANIA ROAD**
(d) **HAJIPUR – CHAPRA – 4 LANE ROAD**
(e) **GAYA RAJGIR BIHAR SHARIF ROAD NH 82**
(f) **NEW 4 LANE BRIDGE ON RIVER GANGA PARALLEL TO GANDHI SETU AND 8 LANE ROAD UPTO HAJIPUR.**
(g) **ROAD TO RAXAUL**

- (4) Earlier there was acute shortage of Bridges over River Ganga and 4 lane roads, so the state Government of Bihar had started some major roads and bridge projects.

These projects are straining the State Government Financial resources and State Government has not got the expertise for implementation and maintenance of such large project. We request that they be taken over by Central Government from the State of Bihar and implemented by them. A few of them are named below:

- (a) **Bridge over ganga at Bakhtiyarpur and link roads up to Tajpur, District Samastipur (work was stopped for long time now work is supposed to start)**
 - (b) **Bridge over Ganga at Sultanpur and connecting road upto Aguwani.**
 - (c) **Six Lane Bridge over Ganga (near Patna) from Kachi Dargah (Patna) to Bidupur in Vaishali District.**
- (5) Construction of Ring Roads for important towns and Elevated Roads for small towns.

In the State of Bihar most of the national highways and state highways are subject to no entry from morning to night (8 a.m. to 10 p.m.) due to which goods vehicles move only during night time. Following are suggested:-

- (i) All important towns of Bihar should be provided with 4 lane ring roads so that all goods vehicles and passenger vehicles travel unhindered 24 hours a day.
 - (ii) Small towns in the State should be provided with either Elevated Road or Bypass Road.
- (6) There should be grid of 4 lane / 6 lane roads in the State – say every 50 Kms. maximum. There should 4 lane/ 6 lane roads running in East – West direction and North-South directions. It is requested that in light of above if there is any uncovered area in State – 4 lane roads should be provided -
- (i) Where major bridges over rivers are being constructed or on river Ganga road in north upto Nepal border and in south up to state boundary (or NH-2 GT Road) should be constructed.
- (7) Hon'ble Prime Minister Shri Narendra Modi has launched Gati- Shakti Yojna for multi modal transport. For this project to be successful containerization should be adopted in whole of India and container handling facility and container stacking facility should be provided at all points. Railway should adopt container handling facility at all terminals in all important goods terminals in India.

Only after containerization, container loaded with goods can be shifted from Railway to road vehicles and vice versa and then on to ships for export and import of goods. Containerization had been done in all developed countries and all developing countries.

For movement of bulk cargo, such as wheat , rice, cement etc. movement by suitable trucks and suitable rail wagons, ships capable of handling bulk cargo in loose without bagging and without human interference of manual loading and unloading should be considered and propagated. Above are international norms. It will be environment friendly also.

(8) For reduction of Road Accident following are suggested:-

- (i) At planning stage proper provision for traffic merging, traffic entering & exiting should be provided. Provision of road crossing by proper under pass or level crossing with light should also be provided. Animal guards, so that animals do not stray on roads should be provided. At busy junctions pedestrian crossing either over head or under pass should be built to reduce accidents
- (ii) More training facility / driving schools with trained personnel and simulators should be opened.
- (iii) Advertisement related to safety on road – like safe driving & other safety precautions should be done through public media such as film on electronic media / social media, in order to create awareness among the road users.
- (iv) Talking on mobile or wearing ear phones while driving, riding two wheelers or walking should be strictly banned. It is also a major cause of accidents. **Using mobile when driving or riding is a cognizable offence under the Motor Vehicles Act Section 184 and the rules with its fine and other punishment should be strictly implemented**

(9) **Other Points**

- The quality of all the highways constructed by the central government should be the same and this should be taken care of.
- Transportation on highways should be hassle free, any kind of state and city tax should be collected after crossing the road under jurisdiction of that state/ urban area. Wherever checking of goods and passenger transport is in operation, the drivers in order to avoid such inspection tend to drive rashly thereby causing serious accidents where both loss of lives and property occurs.

- Whenever roads are being repaired it is often seen that the road height increases which violates the rules of Road Congress guidelines where it has been stated that the road is to be first fully dismantled and it has to be relaid without any increase in heights and as this process is violated the houses/commercial establishment along such roads go below the newly reconstructed road causing immense hardship to owners of such properties.
- NH/SH crossing villages/settlements should have an over pass or under pass enabling safer passage to both i.e. the vehicles and also the people. The NH and SH should have barricades to prevent people/cattle coming on to the Highway.

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