

MAJOR COMPONENTS OF ISAP

Road Sector -Regulatory and Strategic Context

- Comprehensive Road Policy
- Master Plan for road development in the State.
- Establishment of Road Transport Council and safety Council
- Legislation of Highway Encroachment and prevention Act
- Road Safety issues
- Private Participation- PPP Policy
- Stakeholders Participation and information exchange
- Procurement Procedures-SBD, E-Procurement etc and enacting transparency act.
- Identification of Primary Core road network
- Enhance Technical, Operational and Managerial capacity of the local Construction Industry in the state.
- Sustainable funding for Operation and Maintenance of Road network including establishment of Road Fund. Performance Based Maintenance Contracts.
- Environmental aspects in Road construction and maintenance

Organization and Management

- Establishment of State Road authority.
- Establishment of various units to take care of core processes at head quarters by redeploying the staff.
- Establishment of MIS including M&E.
- Developing and Introducing Asset Management system.
- Developing and establishment of Finance management system.
- Revision of D-code and other manuals.
- IT & ICT
- Establishment of Business management group with E-in-C and C.E.'s as members.
- Positioning of Consultants for various support consultant services needed.
- Separate budget head for core net work.
- Transferring the core network to ORDC.

Human Resources Development and Capacity Building

- Training Needs assessment
- Establishment of Training Institute
- Position descriptions/ job charts for all cadres
- Performance indicators to measure the outputs objectively
- Introducing Benchmarking system for assessing the performance of sub-divisions /divisions
- Evolving Quality procedures and make them operative across the sector.

1. The Task force is of the strong opinion to establish the Orissa Road Development Corporation in order to have effective management of core road network on commercial lines. But the higher-level GOO officials desired that this could be examined after introducing the other reforms and after observing the performance in the long term.
2. The ISAP evolved needs Policy decisions at Government level on some actions and on others only administrative instructions will only be required. There are some recommendations for which legislation- Enactment is needed in order to implement effectively the action plan. The ISAP is categorized accordingly and is as under.

⇒ **The areas where policy decisions of the government required are as under:**

- Establishment of State Road Authority, Road Transport/ Safety Councils
- ORDC- Rules and procedures
- Road Policy and Master Plan for Road development
- PPP policy
- Sustainable funding for road maintenance including establishment of Road Fund.
- Procurement Procedures-Standard Bidding Document
- Primary Core Network identification and issue orders
- E-Procurement
- Establishment of Training Institute
- Establishment of Steering and Advisory Committees

⇒ **Administrative Orders / Instructions needed are under the following**

- Establishment of various units to take care of Core processes
- Developing and introducing Asset Management- PMS, RMMS and BMS
- Introducing Value management and Value Engineering- Introducing FMS and auditing system
- MIS and M&E
- IT & ICT
- Transferring Core network to the contrail of ORDC
- Approving for various consultant support services
- Enhanced Administrative and Financial powers to the various cadres of Engineers.
- Performance Budget, Policy note and annual network condition
- Roles and Responsibilities of various agencies dealing with road & road transport and Government
- Position Descriptions / Job charts for all cadres.
- Revision of Performance appraisal/ ACR format
- Performance indicators and Council ling system
- Registration of Contractors and other related issues.

⇒ **Legislation is required for the following**

- State Road Authority
- ORDC Act
- Transparency Act
- Highway Encroachment and Prevention Act

Comprehensive Highway Act including Private Participation and other related issues.