



## **ROLE OF TRANSPORT IN THE DEVELOPMENT OF ECONOMY IN INDIA**

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### **Introduction**

In olden days only animals were second-hand to move from one place if the places are far away from the particular place. Further in those days in plain area people used to walk themselves without the support of even animals. In hill areas animals were used for moving from one place another. Horses and donkeys were utilized in the hill areas where as in the plain bullock carts and horse carts were used. After some time some of the means of transport were invented and utilized for moving from one place to another. Due to lack of development in technology and science only traditional technology were utilized in transport. Further as we were suppressed by the British, we could not develop well as like others in the world. So till the independence India was very backward in almost all fields. After independence the then governments took effort and measures to develop the country in all possible ways. Transport industries were given much concentration so that we could develop in all sectors.

The development of business and economy is possible only when there is enhanced transport system. In this effort taken by the government we experienced considerable development in all sectors. If we believe the development of transport, it is tremendous which contributed more income to the country by way of road tax and also for the development of business. In all means of transport i.e. Land, water and Air we have developed well.

We have introduced many advanced system in the transport where the development of India is watched over by all the nations in the world for each and every moment. But if we consider the development in other developed countries we are lag in behind and far away from the development in abroad. So many means of transports are utilized for carrying the passengers and also the goods. Number of vehicles in use is abundant. Till we could not reach the destination within the specified time, unnecessary delay is taken place in reaching the place where we want to go or where we want to dispatch the goods. Sometimes we are in a position to face heavy loss due to the delay in the transport system. Further we have to sacrifice the lives of the human beings in many times due to the accidents which are happening frequently. Why these are all happening? What are the causes for the occurrence? How it can be solved? To know all these things a thorough study is to be undertaken. By keeping all the above views in mind the researchers as a preliminary step tried to present a paper on the topic “**ROLE OF**

### **Transport in the development of economy in india”**

#### **Statement of the Problem**

Transport facilities in India have developed well. Cargo transport provides lot of services to the business people and also to the business concerns to develop the industries and business well which led to face the competition in the globalize era. The role of private transport has been considerably increased nowadays. At anytime we can carry the goods and services to anywhere else in the country and also to abroad. In the village the position is entirely changed. The farmers and business people in the village area suffer lot to bring the materials to a particular destination. Further the infrastructure facilities in transport system particularly in rural backbone are miserable. In raining season the road infrastructure is a hurdle for all the business people and also to the farmers. Further the tariff fixed by the transport owners to carry the goods to a destination is also another problem.

These problems lead to incur more amount of carrying cost which ultimately increases the cost of production. Due to this the selling price per unit will also increases. The result is that the consumers have to pay more amounts to buy any nature of products. Because any increase in the expenses of any business will automatically be automatically charged in the price of the product, commodity or services provided by the business people.

#### **Significance of the Study**

Due to the raise in the prices of petroleum products and also some other reasons frequently the transport operators announces strike creates lot of trouble to the public and business people in carrying out their work. There is no stand policy or frame work to the government to maintain stable prices in the case of petroleum products. Further the employees in the oil refineries also make trouble to supply the petroleum products by demanding various necessities in their work and also in their packages. Whatever may be the issues the business people and the public are facing problems due to the prevailing transport issues. It makes further burden to the business people and public. The infrastructure facility in the rural and semi urban area is not adequate to the development of the business.



Unnecessary delay in delivering the goods is taken place due to the traffic jam in the state and national highways. In many villages there are no proper road facilities to bring the agricultural products to the semi- urban and urban areas. But India being a country has its population most of them (more than 65%) residing in rural parts of the country and they depend on agricultural and allied industries of agriculture. Hence, the issues in transport system are to be made good for the betterment of business and industries. The study is inevitable in nature.

### Objectives of the Study

1. To find out the existing transport system in Tamilnadu
2. To analyze the performance of the transport system
3. To evaluate the role of transport system in the development of economy
4. To identify the issues and problems in the transport system.
5. To find the reason and causes for the problems.
6. To find remedial measures and offer recommendations to the authorities concerned to solve the issues in transport system.

### Research Methodology

#### Research Design

Descriptive research was conducted in this study to make the research effective and useful to the needy.

**Collection of Data:**Both the primary and secondary data was collected in this research work.

**Primary Data:**Primary data was collected from the sample respondents from the population by way of preparing a questionnaire. The questionnaire was prepared with the guidance of the experts in the relevant field. Necessary corrections were made in the questionnaire to complete the research work successfully.

**Secondary Data:**Secondary data was collected from the journals and magazines published in the related topics.

**Sample Selection:**As the population for the study is the business people who involved knitting industries and power loom industries in and around Tirupur, 100 respondents were selected at random by using convenient sampling method. The sample respondents consist of the proprietor of power loom industries and knitted garment industries.

**Study Period:**The study period for the research was undertaken for 3 month period starting from August 2016 to October 2016.

**Statistical Tools:**The collected data was analyzed and interpreted properly to find the result of the research work. Further to know the association between two variables in deciding the particular issues statistical tools like simple percentage, chi-square, rank correlation were applied.

### Analysis and Interpretation of Data

**Table No: 1, Table Showing the age group of the Respondents**

Serial number	AGE	RESPONDENTS		TOTAL	Percentage %
		MALE	FEMALE		
1	Below 35 years	16	08	24	24
2	36 to 45	20	11	31	31
3	46 to 55	24	06	30	30
4	56 and above	10	05	15	15
	<b>Total</b>	<b>70</b>	<b>30</b>	<b>100</b>	<b>100</b>

Source: Primary data

#### Interpretation

From the above table it is inferred that 24% of the respondents belong to the age group of below 35 years and 31% of the respondents belong to the age group 36 to 45 years, 30% of the respondents belong to the age group of 46 to 55 years where as 15% of the respondents belong to the age group of 56 years and above.



**Table No. 2, Table Showing the sex of the Respondents**

Serial No	SEX	TOTAL	Percentage
1	MALE	70	70
2	FEMALE	30	30
	<b>Total</b>	<b>100</b>	<b>100</b>

Source: Primary data

From the above table it is clearly understand that among 100 respondents 70 % of the respondents are male, while the remaining 30% of the respondents are female.

**Table No.3, Table showing the marital status of the respondents**

Serial No	Marital status	Respondents based On sex		Total no of Respondents	% of the respondents
		Male	Female		
1	Married	44	13	57	57
2	Unmarried	24	16	40	40
3	Divorce	02	01	03	03
	<b>Total</b>	<b>70</b>	<b>30</b>	<b>100</b>	<b>100</b>

Source: Primary data

A survey was undertaken to know the marital status of the respondents. The survey reveals that among 100 respondents 57% of the respondents are married, 40% of the respondents are unmarried, while the remaining 3 % of the respondents are part with their spouse.

**Table No.4, Table showing the total experience of the respondents based on the sex**

Serial no	Total experiences In years	Respondents		TOTAL	Percentage %
		Male	Female		
1	Below 5 years	21	07	28	28
2	6 -10 years	16	11	27	27
3	11-15 years	14	05	19	19
4	16-20 years	13	04	17	17
5	Above 21 years	06	03	09	09
	<b>Total</b>	<b>70</b>	<b>30</b>	<b>100</b>	<b>100</b>

Source: Primary data

### Interpretation

Experience increases the quality and ability of the individuals in performing the particular work or job. Based of the experience the quality of work life of employees will vary from person to person. So a survey was undertaken to know the experiences of the workers. From the above table it is clearly understood among 100 respondents 28% of the respondents have less than 5 years of experience, 27% of the respondents have 6-10 years experience, 19 % of the respondents have 11 to 15 years experience, 17% of the respondents have 16-20 years experiences while the remaining 9% of the respondents have more than 21 years experiences.

**Table No.5, Table showing the opinion of the respondents based on the sex regarding the transport fare fixed by the trasport owners**

Serial No	Opinion	Respondents		TOTAL	Percentage %
		Male	Female		
1	Excellent	21	07	28	28
2	Good	16	11	27	27
3	Normal	14	05	19	19
4	Poor	13	04	17	17
5	Very poor	06	03	09	09
	<b>Total</b>	<b>70</b>	<b>30</b>	<b>100</b>	<b>100</b>

Source: Primary data



### Interpretation

From the table it is understood that among 100 respondents 28 % of the respondents expressed that the tariff rate fixed by the transport owners is excellent, 27 % of the respondents opined that the tariff rate fixed by the transport owners is good, 19 % of the respondents informed that the tariff rate fixed by the transport owners is normal, 17 % of the respondents indicated that the tariff rate fixed by the transport owners is poor while the remaining 9 % of the respondents told that the tariff rate fixed by the transport owners is very poor.

**Table No.6, Table shows the opinion of the respondents based on the sex regarding the safety in transporting the goods**

Serial No	opinion	Respondents based On sex		Total no of Respondents	% of the respondents
		Male	Female		
1	Excellent	12	03	15	15
2	Good	23	11	34	34
3	Normal	10	06	16	16
4	Poor	18	07	25	25
5	Very poor	07	03	10	10
	Total	70	30	100	100

Source: Primary data

### Interpretation

The above table clearly reveals that among 100 respondents 15 percent opined as excellent regarding the safety in transporting the goods, 34 percent of the respondents expressed good regarding their feeling about the safe in transporting the goods, 16 percent of the respondents stated normal regarding the safety in transporting the goods, 25 percent of the respondents gave poor response regarding the safety in transporting the goods, while the meager amount of respondents (10%) do not have faith over transport

**Table No.7, Table shows the opinion of the respondents based on the sex regarding the speed delivery of goods to the desired destination**

Serial No	Opinion	Respondents based On sex		Total no of Respondents	% of the respondents
		Male	Female		
1	Excellent	05	01	06	06
2	Good	17	05	22	22
3	Normal	26	14	40	40
4	Poor	17	06	23	23
5	Very poor	05	04	09	09
	Total	70	30	100	100

Source: Primary data

### Interpretation

A survey was undertaken to know the view of the respondents regarding the speed of the transport system in delivering the goods. The survey public eye that among 100 respondents 6 % of the respondents opined that the speed of the transport system in delivering the goods is excellent, 22 % of the respondents informed that the speed of the transport system in delivering the goods is good, 40 % of the respondents told that the speed of the transport system in delivering the goods is normal, 23 % of the respondents conveyed that the speed of the transport system in delivering the goods is poor while the remaining 9 % of the respondents articulated that the speed of the transport system in delivering the goods is very poor.

### Findings

1. Majority (31 %) of the respondents belong to the age group 36 to 45 years
2. Most of the respondents ( 70 %) are male
3. Majority (57%) of the respondents are married.
4. Majority (28%) of the respondents have less than 5 years of experience.
5. Majority (28 %) of the respondents expressed that the tariff rate fixed by the transport owners is excellent.
6. Most (34 %) of the respondents stated, good regarding their feeling about the safe in transporting the goods.
7. Majority (40 %) of the respondents expressed that the speed of the transport system in delivering the goods is normal.



8. Majority of the respondents (56 %) opined that infrastructure facilities are the main causes for the delay in dispatching the goods.
9. Majority (65 %) of the respondents conversant that the tariff is increased at high rate every year.
10. Most of the respondents (58 %) felt that the government does not take initiatives to maintain the road with good condition regularly.
11. Majority (71%) of the respondents conveyed that the political interference is the main reason for strike proposed by the transport owners.
12. Majority of the respondents (63%) are not pleased with the infrastructure facilities available in India.
13. Majority (65 %) of the respondents told that government should monitor the issues in transport system.
14. Majority ( 59% ) of the respondents expressed that the transport system has been developed considerably when compared with the position in the 1990s

### **Suggestions**

1. Some of the respondents felt that the tariff fixed by the transport owners is high, so effort should be made to fix reasonable tariff for the goods.
2. The respondents are not satisfied with the infrastructure facilities available in the transport. Hence the concerned department should obtain initiatives to improve the infrastructure facilities to speed up the delivery time.
3. Government should watch the interference of politicians in the departmental issue to avoid the strike led by the transport owners.
4. The government should acquire initiatives to monitor the drivers and proper training should be provided to minimize the accidents and safeguard the goods transported.
5. The government should locate alternatives in case of hike in petroleum products and provide subsidy to compensate the loss to the Oil corporations which will enable them to maintain steady prices for the products during the fluctuations of oil prices in the global market.

### **Conclusion**

Due to the development in the industry and business the transport services could not be avoided. Every one of us depending on transport services in many occasions throughout our life. Nobody can deny this fact. At all level the transport services play vital role in the development of the nation as whole. Hence it is the responsibility of the government and the authorities concerned to find better alternatives after analyzing all the issues related to the existing transport system and also the infrastructure facilities which will facilitate the business people and also the public to carry out their day to day activities without any interruption due to the strike, hike in prices of the petroleum products which will lead to build up our economy in the globalize era and make the transport system available and reasonably priced to even the lay man of the country.

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