

## CHAPTER - 1

### INTRODUCTION

- 1.1 Introduction.
- 1.2 Characteristics of Public Transport.
- 1.3 Significance of Public Transport.
- 1.4 Urban Transport - Public Utility.
- 1.5 Urban Transport - Welfare Activity.
- 1.6 Factors Affecting the Public Transport Demand.
- 1.7 Organisational Pattern of City Bus Transport.

## CHAPTER - I

### I N T R O D U C T I O N

#### 1.1 INTRODUCTION

In big cities, especially in the metropolitan cities, the mass transportation problem is assuming a big proportion. The trends indicate that transporta of communities from the agricultural economy to urban industrialization led to the development of urban transport. G. L. Wilson, an international expert on transportation, in his book 'Transport and Communication' states "It is transport which helps human beings, in removing the unwarranted barrier of physical separation and enables a given flow of resources to produce greater results".

According to Fair and William, "It has been said that improved transportation was a major factor leading to the break up of the Greek City States. It rendered obsolete the small state of founded upon the single city and its environments. At the same time it created conditions favouring large and more effective political units".<sup>1</sup> Therefore, it has been aptly said that "Modern civilisation is largely the child of modern means of transport".

Transport plays an important role in helping to wipe out serious disparities both social and economical. Urban problems are numerous and large in magnitudes. A way out of this would be to disperse concentrated urban population into periphery area. Such dispersion would need appropriate growth of urban life. The improvement of the transport facilities gives a greater inducement to the town dwellers residing in peripheral areas of the city. Transport thus leads the way in the case of movement towards decentralization of urban life. The main function of transport is to bridge the gap which separates the producers and consumers, either by movement of goods or by movement of passengers.<sup>2</sup>

In the developing countries, transport has dual role to perform. Not only does it facilitate economic development but also initiates development by opening up new areas or regions. "Transport is the mirror, which reflects the progress of a nation, it is a link between industry, agriculture, trade and commerce of a country".<sup>3</sup>

These three main economic income generation functions i.e. industry, agriculture, trade and commerce, contribute towards the development of an economy of the country.

The country needs the essential means of transport in order to have communication among different parts of the country. Transport not only spreads the product and the economic benefit of industry, agriculture, etc. but also achieves economic, social development and progress, which is directly related to the effectiveness of the transport system in a country.

In other words, we can say that the transport brings unity among different regions of the country. Without adequate facilities of the transport, the different regions remain separate - independent economic, political, social and cultural units. Organised development of these combined units and economic, political etc. brings about an integration of various sectors of society. For a developing and large country, like India, this is highly essential. Further emphasis of the role of transport in economic development has been rightly described in the following paragraph.

"Perhaps most important of all harmonious development of industry demand good communication. It is not enough for the country to have abundant and varied wealth, enormous distance often hinders attempts at economic development. The economic development programme is an adequate measure of transportation to carry raw materials

to manufacturing points, to help distribute the finished goods to consumption centres, to make manure seeds, etc. easily available to the country-side people and to bring in the ripe produce to hungry towns. India has launched a big industrial and agricultural expansion programme and for its fulfilment, it is essential that our transportation system should keep pace with".<sup>4</sup>

The alarming growth of urban centres is a world-wide phenomenon and has created several social and economic problems. Civic amenities like housing, roads, drinking water and sewerage have been over-burdened. The phenomenal increase in urban population has considerably affected the quality of life in our urban centres. The strains caused by unplanned and haphazard growth of urban centres have adversely affected the public transportation system. On the other hand, a well planned, well organised and economical bus transport system, in Indian cities, it has been generally accepted as a principal mode to cater to the largest portion of traffic demand". "Its efficiency in time to come should be so high that people would not be required to use personalised two-wheelers and will be required to use inter-mediate public transport, only when they have luggage and for hospital trips etc. Where door to door service facility - is a must".<sup>5</sup> That apart, the greater the adequacy and

and efficiency of the public transport system, the more will be the contribution to urban life, through efficient transportation network and hence, to national productivity in which urban activities play a very important role. As the urban population increases, most of the additional population will be from the poorest sections of the community, who will become an ever increasing proportion of the urban community. Many who live, as squatters on pavements, roadsides, river and railways banks, etc. are often moved out to the periphery of cities into resettlement area. Similarly, those migrating to the city, mainly from rural areas are usually confined to similar location. Public transport services then have to be provided at a cost that they can afford which generally leads to high level of fare subsidies. By the relocation of low income groups to sites distance from the city centre, transport mobility and accessibility reduce travel times and distances. But increase expenditure incurred to meet basic travel needs. This contrasts with life with in city centre as squatters in close walking proximity to most amenities and work places. It is unlikely that factors such as reduced mobility of low income communities or added burden of providing additional public transport services are seriously considered by city administrators when relocating squatters to area distant

from the city centre. For example, during 1975-77, thousands of migrants living in the central area of Delhi, India were moved to resettlement camps located between 15-30 kilometers from the city centre. As a consequence, these low income communities became institutionalized and at present form about 20 per cent of the population of the city. Gradually basic services such as water, sanitation, street lighting and domestic electricity have been supplied. Public transport services had to be provided immediately in order to move the residents".<sup>6</sup>

Between 1980-2000 much of world's urban expansion will take place in Less Developed Countries (LDCs). United Nations Organisation (UNO) forecasts indicate that during this period the urban population in settlement of more than 1,00,000 population will increase by over 100 per cent in less developed countries, as compared to only about 30 per cent in more developed countries (MDCs). Of the 57 cities expected to have population in excess of 5 million by the year 2000, 41 will be in LDCs and 16 will be in the poorest countries, where income per capita is below \$ 360 per annum".<sup>7</sup>

Currently the 340 million urban dwellers in cities of over 1 million population in LDCs. Undertake something like 4 - 500 million trips per day of which perhaps 30-40 per cent is by some form of public transport.<sup>8</sup>

## 1.2 PUBLIC TRANSPORT CHARACTERISTICS

Public transport in underdeveloped countries comes in a variety of physical and organisational forms : conventional, standard public transport buses are currently being operated in all cities of more than one million population. But there are less number of trams, trolley-bus, or metro system in use in underdeveloped countries as compared to more developed countries. For example, where as 80 per cent of cities in More Developed Countries (MDCs) of more than 2 million population have metros, only one quarter ( $\frac{1}{4}$ ) of similar sized cities in less developed countries (LDCs) have such facility. The supply of conventional buses is usually much smaller in the under developed countries, typically, there are 10 to 30 buses per 1,00,000 population in underdeveloped country cities as compared to 50 to 80 per cent buses per 1,00,000 population in European cities. <sup>9</sup>

Many cities have large component of unconventional or intermediate public transport (IPT) mini-buses, converted utility vehicles for the provision of public transport services. The contrast in institutional frame-work between the operators, conventional vehicles (public transport) and unconventional vehicles (IPT) has sharpened the profitability, whereas conventional buses, usually organised in large fleets and often run by local government or central



government are seemingly difficult to maintain as a commercial enterprise.

In the larger cities of India, conventional buses are majoritily operated by public undertaking and play a significant role in the movement of large number of travellers. They have increased their capacity to meet increasing demand for public transport services. However, there has been no evidence of any economies of scale and inflation has advanced unit cost of operation. While at the same time, fares have been kept artificially low by central and local government, for socio-economic reasons. As a result losses are being incurred on urban services, which are cross-subsidised from more profitable operations or these losses are covered by government loans with interest. Little internal finance is available for investment in city bus operations, more over they have to rely on government support. Consequently service level, either stagnates or deteriorates.

In India, the cities are as historic centres and the road network is often narrow. All kinds of slow moving vehicles, such as hand-carts, bullock carts, and street vendors use the limited network. causing chaotic traffic conditions. The newer part of the city are often planned with little consideration to transport requirements. Many people, living on the periphery of cities are those of low

income, they have little paying capacity and yet must travel long distance to work. Inevitably the bus operator is burdened with the task of providing cheap transport for these commuters. This compounds the problem, since the provision of cheap, long distance transport encourages more low income groups to live out of the city in suburbs where house rents are also cheap.

### 1.3 SIGNIFICANCE OF TRANSPORT

The progress of any country is measured by the condition of transport system in that country. Social, economic and commercial progress is the outcome of the transport system. Transport brings the entire world into one organised unit. It carries ideas and the innovations to the people and has considerably contributed to the evolution of civilization. Though the demand for the transport is not fundamental in human nature, as the demand for commodities, now-a-days, economic and commercial importance of the greatest magnitude is attached to the development of transport. The transport industry undertakes movement of the persons and the goods from one place to another or one part to another part of country. In fact the whole structure of industry and commerce rests on well-laid foundation of transport.

In the modern age, of specialization, such as self sufficient society is conceivable. Now people get the advantage of the territorial division of labour and operation of the theory of international trade. Thus nations depend on other nations, for the supply of raw material and the finished product for the maximisation of human satisfaction. Therefore, effective transport is indispensable for economic progress of the world. Manufacturing, merchandising, banking, extracting and the like businesses all depend upon the transport activities.

More than a century ago, due importance was not given to transport, because people generally believed that only the manufacturing industries, banking, agricultural could develop national economy. In the 20th century, indispensability of transport has now come to all countries of the world. <sup>10</sup>

#### 1.4 URBAN TRANSPORT - PUBLIC UTILITY

No doubt, urban transport is the public utility as well as welfare activity. There are several activities that are included in the public utility. These are free education, defence, internal security, flood control, anti-epidemic measures, anti-air and water pollution, low cost housing in urban areas, extension of agricultural and

industrial work etc. It must be remembered that public utility service is a static concept with changing content, because a great deal depends upon the nature of the State. Functions of the states are different in different countries in the world. <sup>11</sup>

There are three chief characteristics of public utility services. Collective demand, made by the society, efficient and adequate supply and ability to exercise power of discrimination. The collective demand of transport of an organised society with a high standard of living may be exceedingly strong as demand for primary and essential commodities depend upon an efficient system of transport. It must be remembered that if the transport services are not adequate, the public would suffer. <sup>12</sup>

Now-a-days, the entire economic life of the people of country depends upon transport facilities provided by State Government. Improvement in technique of the modern transport has considerably increased the wealth of society, through the development of trade and commerce, it will be clear that, public service obligations have been imposed in all countries of the world upon all forms of transport. Now-a-days, a transport service is either nationalized in interest of public or controlled by state.

### 1.5 URBAN TRANSPORT - WELFARE ACTIVITY

As well as, public utility approach of the transport, another important aspect is the fact that in a developing economy movement of the people in urban areas, is being accepted by the community as a welfare activity and not as a commercial one. Naturally, therefore, fares for these movement will be at lower level than that required by the operational cost. In a situation like this a different approach is required. In such circumstances, every system has necessarily to be productivity conscious as far as the operator is concerned and has to be suitably subsidised as far as government is concerned. The approach therefore, will have to be at optimum productivity with suitable subsidisation.

### 1.6 FACTORS AFFECTING THE PUBLIC TRANSPORT DEMAND

Studies were made by G. D. Jacobs in 1979, and by Vijaykumar and G. D. Jacobs in 1982, in order to compare and contrast some of the factors affecting urban public transport usage in both developed and developing countries. In both studies data from over 150 cities were obtained and regression analysis was used in establishing relationship between public transport usage, supply and the physical socio-economic parameters of the cities.

The analysis showed, as might be expected, that the number of the passengers using bus-services increased with size (both population and area), though this trend was more marked in the third world cities. Relationships were found to exist between income and bus patronage, increased income in developed countries was shown to result in a decreased patronage of the public transport, reflecting higher income and vehicle ownership level found in developed world.<sup>13</sup>

However, in developing countries, an increase in income lead to marked increase in public transport usage. Relationship between demand for public transport factors that described bus system indicated a greater demand for third world cities and associated lack of supply. In the major, Indian cities, for example, the number of buses doubled in Bombay and trebled in Madras and Delhi between 1974 and 1983.<sup>14</sup> Other factors which were affecting the demand for the transport were the total number of public transport, trips per day, city population, number of routes, fleet size and the fleet in use, increases etc.

#### 1.7 ORGANISATION PATTERN OF THE CITY BUS TRANSPORT

In India, city bus transport system is organised under different patterns. In Bombay, Bombay Electric Supply and Transport (BEST) a municipal undertaking deals

with bus transport and electric supply. In Madras, Pallavan Transport Corporation Ltd., which deals with metropolitan bus transport, is a company established by Government of Tamilnadu, under the Company Act, 1956. The bus transport system in cities like Hyderabad, Bangalore, Calcutta are part of statutory road transport corporations established by the respective state government and R.T.C. Act, 1950. In case of Delhi, the Delhi Transport Corporation, (DTC) which looks after intra-urban bus transport is an undertaking of the Government of India. Municipalised undertakings deal with city transport in many other cities i.e. Ahmedabad, Pune, Pimpri, Chanchwad, Kolhapur and Solapur etc. <sup>15</sup>

There has been a feeling that, large state transport corporations are not enthusiastic about the operation of city services. The case of the Maharashtra State Road Transport Corporation (MSRTC) is with the fleet strength of about 12,000 buses. It provides adequate, efficient and economic and properly co-ordinated transport system throughout the State. Bombay and some other cities were the representative Municipal Corporations shouldering the responsibility of city transport. However, MSRTC has also been operating city services in third urban centres viz. Nasik, Nagpur and Thane etc.

## RESEARCH METHODOLOGY

The present work is essentially based on secondary data for analysis of the working and functioning of the K. M. T. The necessary secondary data was collected by visiting the Administrative Office of the Kolhapur Municipal Transport, and source data was collected from various records. In addition the Annual Reports of the Kolhapur Municipal Corporation were also consulted. To understand the problems, and to get clarification regarding some information and data the transport authority officers, etc. were also interviewed. The trade union leaders were also interviewed, based on the secondary data thus available the data was tabulated and the analysis conducted as per the chapter scheme.

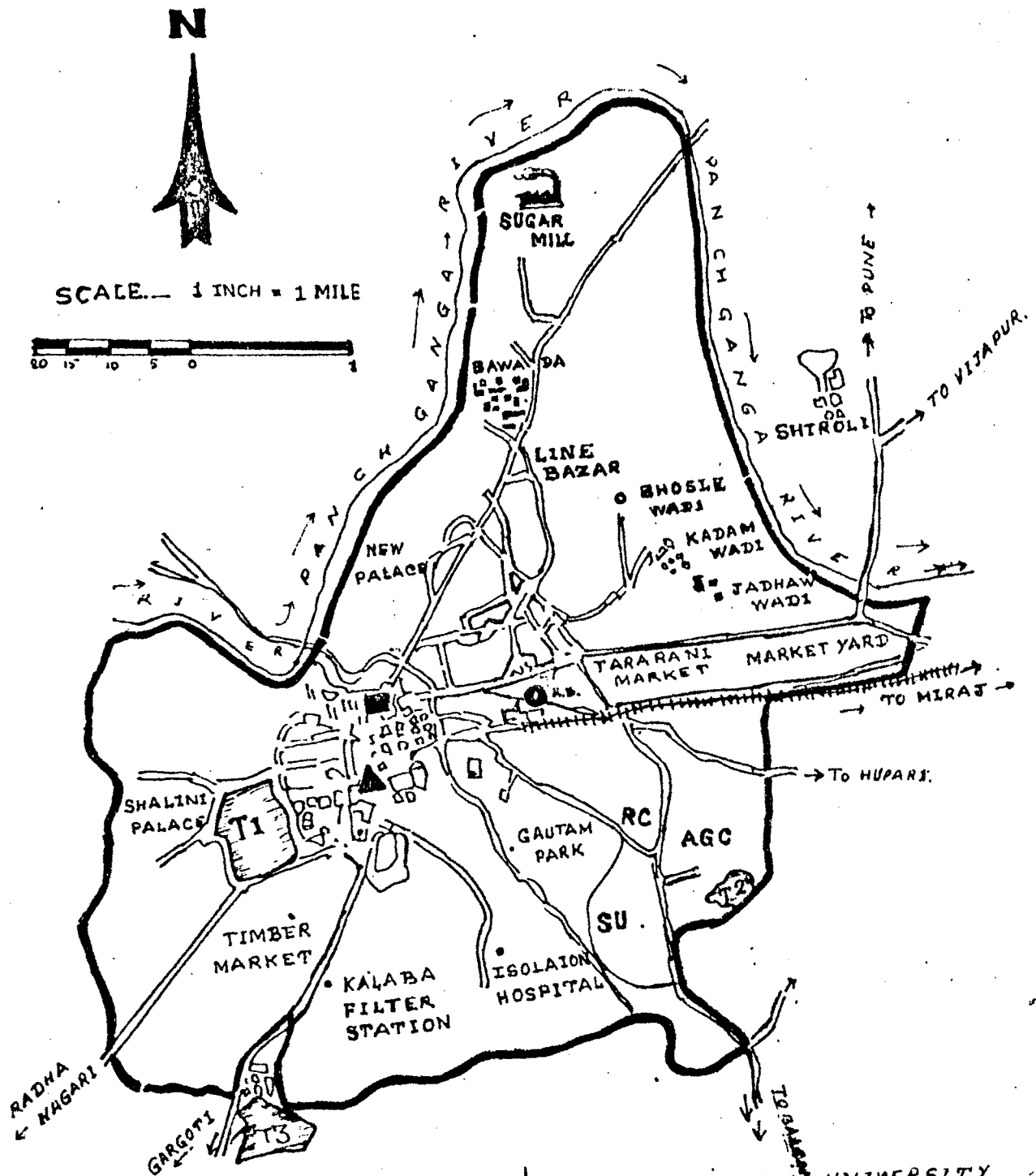


: :  R E F E R E N C E S  : :

1. All India Institute of Local Self-Government Report on K.M.T., Andheri, Bombay, p. 2, 1984.
2. Dr. Vishnu Datta Nagar & Sudhakar Gautam, 'Principles and Problem of Indian Transport', P. 4
3. Ibid, P. 4
4. Patankar, P.G., 'Road Passenger Transport in India', CIRT, Report, Pune, P. 4, 1985.
5. Ibid, P. 5.
6. Maunder, D.A.C., 'Paper on Public Transport of Urban Poor in Delhi, India', TRRL, UK, P. 2, 1986.
7. Fouracre, P.R., 'Contribution to Metropolis 1984 on International Symposium on Development of Metropolitan Region, organised by IAURIF, Paris, P. 1-2.
8. Ibid, P. 3.
9. Ibid, P. 4-5.
10. Srivastva, S.K., 'Transport Development in India', Chand & Company, Publication, Chap. 1, P. 3-4, 1964.
11. Patankar, P.G., 'Urban Mobility in Developing Countries', Chap. 1, P. 1-5, Popular Prakashan, Bombay, 1978.
12. Ibid, P. 12-13.

13. Jacobs, G.D., Maunder, D.A.C. & Fouracre, Overseas Unit, TRRL, U.K., 'Characteristics of Conventional Public Transport Services in Third World Cities', paper reprinted from Traffic Engineering Control, January, 1986 by Simpson Drewett and Com., Ltd., P. 2.
14. Ibid, P. 3.
15. Sathe, G. K. & A. Nageshwara Rao, seminar paper  
'National Seminar on Mass Transport in Second Order Cities in India', CIRT, Pune, June 27, 1986.

# KOLHAPUR MUNICIPAL CORPORATION LIMITS



- KOLHAPUR RLY STATION
- KOLHAPUR MUN. CORP. OFFICE
- ▲ SHRI MAHALAXMI TEMPLE
- T-1 RANKALA TANK.
- T-2 RAJARAM TANK.
- T-3 KALABA TANK.

- SU :- SHRIWAJI UNIVERSITY.
- AGC :- AGRICULTURE COLLEGE
- RC :- RAJARAM COLLEGE.