**P R E F A C E**

Human mobility is significant for cultural, social and economic development of the human race society nation and the universe at large. Since the invention of the wheel, different modes of human transportation developed turning the face of development in various dimensions. Transport has a major impact and lives of everyone. It is a fact to note that lack of efficient transport in the third world countries acts as a serious drag on economic development.

The philosophy of welfare state made the development of alternate modes of transport and efficient service for passengers as the prime concern of the Government. Efficient means of transport and communication gain particular significance in the Indian circumstances where 70 per cent of the population lives in the rural areas and 50 per cent of which are still not connected with proper road linkages. Undoubtedly within the transport sector road transport generally constitutes a bigger segment.

Public road transport is one of the most important components of the transport sector. Transportation and the emergence of nation state played a strategic role in the 19th century. Today, there are 45 State Public Sector Transport entities (20 Statutory Corporations and 25 Government Companies) in India. The public transport in most of the developing countries like India is dominated by the public sector entities with certain degree of privatization.
But, despite of its socio-economic importance and the potential public sector transport in India suffers from serious problems of operation, finance, capacity and quality. Moreover, the increased competition, management crisis, absence of long-run perspective, lack of commitment and customer orientation etc., being problems of falling occupancy, economic inefficiency, deteriorating service quality etc., Inspite, of the problems, leakages, losses there is a greater scope and need for the Public Sector Road Transport Corporations to operate in the market in view of the demand for the service, social good and as obligation of the Government. It is also the case with the Indian Railways which used to sustain losses and which turned around and to the track of efficiency. It should also be the case with the Road Transport Corporations to catch up the operational efficiency, financial stability and economic viability.

In this regard the drivers and strategies for turnaround of the State Road Transport Corporations assume greater importance. With this entire scenario in the backdrop the present study is contemplated and actively pursued with a focus on the Andhra Pradesh State Road Transport Corporation which is the oldest Public Sector Transport Corporation with a wide network of service.