CHAPTER III

REVIEW OF LITERATURE

Numerous, innovative and explorative studies have been conducted by eminent researchers in the field of transport. A review of all available related studies is quite indispensable to understand the basic concept and the researcher gains a deep and perfect perception only from the experience gained in reviewing the publications closely related to the topic of interest. An attempt is made in this chapter to review the studies made elsewhere on different aspects on road transport by researchers. Such an attempt motivated and enabled the researcher to formulate the present study.

3.1 Passenger Transport in India

Patankar (1985)\(^1\) in his book explain the national scene of transport system, operational economics of transport system and the indices which are used to calculate the operational productivity and efficiency etc. Also he suggests how to manage a transport system and some predictions about the future transport system.
Kulshrestha\(^2\) (1989) in his book deals with various managerial problems of State Road Transport Undertakings in the Country including administration, operation, maintenance, personnel, financial etc. He suggests the measures to lower down the cost of bus operation as well as to improve the present level of income of the operators. He also explain the modern and key issues like the problem of communication, management information system, performance budgeting etc. as well as the appraisal of bus undertakings from financial, operational and social point of views and the quality of service rendered.

The study entitled “Road Transport Industry—A Review\(^3\)” undertaken by National Council of Applied Economic Research, New Delhi highlights the urgency for a review of Government policy towards road transportation and the need to evolve a well coordinated system which would promote the development of road transportation and thereby the growth of the economy.

Mathur (1992)\(^4\) in his book discusses the role of transport in the economic development of the country. He has made a special mention of the role of passenger bus transport in the economic development of India.

Sakthivel Rani (2008)\(^5\) in her article explained the present position of passenger car industry. She pointed out that, the expected rise in income levels, wide choice of models and easy availability of finance at low interest rates will drive growth in passenger car segment. She also said that
currently, most exports are in the compact car segment and over a period of
time, it could grow to include luxury cars also. By this, India could have
finally arrived on the global car scene.

3.2 Rural Transportation

Shivaji Singh (1981)\(^6\) in his study concluded that the low
occupancy ratio and low vehicle utilization due to shorter route lengths and
bad condition of roads are the main reasons for the unprofitability of
passenger transport service in rural areas.

Rao (1979)\(^7\) in his article states that adequate transport facilities
accelerate socio-economic development of the countryside in India.
Provision of all-weather rural roads facilitate quick movement of village
traffic at a cheap cost and help to remove centuries-old social barriers on
the mobility of rural folk.

Ravi (2010)\(^8\) in his article stated that the percentage of population
living in rural areas is high and everybody feels that rural transport is of
utmost importance. He has also mentioned the urgent need to develop a
scientific methodology for the assessment of rural network of hierarchal
importance and wider range of connectivity.

Amit Sharma (2009)\(^9\) in his study highlighted the need of rural roads
for the improvement of social, physical, financial and human capital of the
population of the connected villages.
Hanumantha Rao (1995)\textsuperscript{10} in his article stresses the need for evolving business strategies for STUs consistent with national programmes. According to him, rural development cannot be achieved without sufficient help for rural transport. STUs have to imaginatively put their claims on the funds of rural development and provide boost to rural operations.

\subsection*{3.3 Urban Transport}

Shinde et al., (2011)\textsuperscript{11} in their article revealed that in the absence of a good quality public bus transport, people reject the use of it, and take alternative mode like auto rickshaw, two or four wheelers etc. Thus it adversely affects the revenues of urban public bus transport undertakings and result in traffic congestion.

\subsection*{3.4 Transport Network}

Raid Ewing (1995)\textsuperscript{12} in his study has made an attempt to devise a unified set of performance measures that will reflect the efficiency of both land use patterns and transportation networks.

Dalvi (1994)\textsuperscript{13} in his article reviewed India’s national transport policy since it was last formulated by National Transport Policy Committee in 1980 in the light of the developments since then and the implications of the Government’s economic liberalisation programme.

Vasudevan et al., (2001)\textsuperscript{14} in their article explains an empirical analysis of intermodal choice using time-series data for a sample of high-
density routes representing intercity travel. The analysis provides interesting insights into the dynamics of short travel and analyses some of the traditional issues of supply and demand management in the transport sector.

Sudarsanam Padam (1990)\textsuperscript{15} in his book examined the impact of organizational structure of selected Road Transport Corporations and their performance. He makes an attempt to identify the weak points in the organizational structure of the Selected Road Transport Corporations on the basis of their performance over a decade, in order to focus attention on suitable modifications in the structure.

Uliveppa (1999)\textsuperscript{16} in his article explained the need for integrated balanced planning for the development of transport and communications.

Ratan Kumar Singh (1988)\textsuperscript{17} in his study evaluated the critical role played by road transport as a basic infrastructure in economic development and has analysed the correlation between the development of road transport and that of other vital sectors of the economy in relation to Bihar State. He has pointed out that the condition of roads is not satisfactory, that most of the roads are unsurfaced, and that the development of roads in the state has not been well planned and coordinated with the economic development. He has also studied the functioning of Bihar State Road Transport Corporation as a case and has suggested certain guidelines for a suitable
road development policy for Bihar and the steps to be taken to improve the working and performance of the Bihar State Road Transport Corporation.

Ashok Sreenivas and Girish Sant (2008)\textsuperscript{18} in their article explained that bus travellers avail the transport facilities at a subsidized rate compared to car and two-wheeler users.

3.5 Nationalisation of Passenger Road Transport

Raman (1990)\textsuperscript{19} in his paper outlined the socio-economic and political advantages of STUs compared with those of private bus operators.

Jegadish Gandhi and John Gunaseelan (1990)\textsuperscript{20} in their study evaluated the role of nationalized bus transport system in Tamil Nadu. The bus transport operations can be evaluated in terms of three parameters viz., i) its adequacy, ii) efficiency and iii) economy.

Krishnamurthy (1999)\textsuperscript{21} in his paper gave some policy prescriptions for the development of bus passenger’s transport in Tamil Nadu. The Tamil Nadu Government should aim at cent percent nationalization of bus services in the state with a particular time schedule which will go a long way, in minimizing operating cost of STUs and avoiding unhealthy competition between STUs and private operators. As long as private operators exist, they should also be compelled to bear the social cost proportionately which are now fully borne by the STUs. The fare structure should also be revised periodically as in the case of railways, taking into account the increase in the cost of operation. As the STUs in Tamil Nadu
are being run on service-oriented basis, the state government should extend financial assistances every year to all the STUs through budgetary allocation.

3.6 Human Resource Development in State Road Transport Corporations

Azhakappan (2000)\(^{22}\) in his doctoral thesis analyses the manpower planning, recruitment, training and development in State Road Transport Corporations, the rewards and benefits given to the employees of the corporations and the factors influencing employer–employee relations in TNSTC Madurai (Division–II Limited).

Durairaj (2000)\(^{23}\) in his doctoral thesis analyses the workers attitudes towards jobs and industrial relations in TNSTC, Tirunelveli Division.

Sumit Kumar Ghosh (1998)\(^{24}\) in his study stated that in order to survive and grow, there is an urgent need for the STUs to be more competitive. For this, the HRD function has an important role to play. Continuous development of people through various HRD instruments should be of high priority. This will not only help the organizations to compete successfully, but will also help the organizations in providing a better service to the travelling public at large.

Made Gowda (1996)\(^{25}\) in his study pointed out that the employees in STUs are not that inefficient as generally pointed by the general public.
The poor performance of STUs cannot be attributed to the inefficiency of human resource alone but to the low-fares, delay in the revision of fares, inadequate fare revision, incessant increase in the prices of inputs, social costs borne by STUs etc.

Jagadish Gandhi (1997)\textsuperscript{26} in his article said that the bus-staff ratio differs from one corporation to another in Tamil Nadu as is the case with their counterparts elsewhere in the country. As such there should be some scientific basis to determine the bus-staff ratio. It is worth-while to develop a multi-skill personnel cadre (like driver-cum-mechanic) as a part of long-term planning. Moreover it is necessary to induct better-trained and skilled new entrants at, supervisory and managerial levels in STUs. While inducting the new entrants, ascertain their capacity to develop and to hold not only the present position but also higher positions in course of time.

\textbf{3.7 Marketing of Bus Transportation}

Panduranga Murthy (1995)\textsuperscript{27} in his article examined the relevance of “Four Ps” of marketing mix (price, product, place, promotion) for bus passenger transportation and certain ideas are floated for consideration. Having recognized the applicability of the concept of marketing-mix to the service of bus passenger transportation, each STU has to evolve a marketing-mix of its own which meets the needs of its market.

Sathyanarayana (1994)\textsuperscript{28} in his study specified that in the turbulent environment in which STUs are working, it is necessary for them to have a
close look at the customers and their needs so as to adopt suitable marketing strategies to face the competition. Market research and market segmentation become the essential parts of management to face the competitive environment.

Davis and Mundy (1979)\textsuperscript{29} found out that the State Road Transport Units have to develop a delivery system that is responsive to diverse individual needs as individuals will start opting for solutions which may not meet social goals. If public transport has to be run successfully by the SRTUs, they must be allowed to change to match the changing conditions.

Vijayaraghavan and Padam (1994)\textsuperscript{30} found in their study that the authorities of the State Transport Units have been purchasing the requirements of the corporation on their own discretion without following the framed strategies particularly designed for transport corporation. This shows the need for competitive type of strategies which require a marketing approach and professional management.

3.8 Passenger Transport in Tamil Nadu

Ponnuwamy (1995)\textsuperscript{31} in his study emphasized the attitude of commuters towards major characteristics of different modes in Madras. Based on the study certain measures are recommended for developing appropriate new modes and improving existing public transport systems in Madras to achieve a desirable mix.
Jegadish Gandhi (1990)\textsuperscript{32} in his paper traced the history of nationalized bus service in Tamil Nadu and evaluated the performance of STUs. He also suggested some policy prescriptions to improve the overall performance of STUs in Tamil Nadu.

Mishra and Nandagopal (1992)\textsuperscript{33} in their study made an attempt to study the working of the road transport corporations in Tamil Nadu. The efficiency of these corporations can be traced to their origin, growth, organizational structure and internal management. They also clearly bring out the interrelationship between competition and efficiency in the State Road Transport Undertakings in Tamil Nadu and examined the possibility of introducing this model in other states of the Indian Union.

Bala Subramanian (1987)\textsuperscript{34} in his article discussed the poor financial position of various State Transport Corporations in Tamil Nadu and has stressed the need for more funds to make the corporations sound so that they can offer better service to the society.

Gopalakrishnan and Swaminathan (1985–86)\textsuperscript{35} in their article studied the cost of operation and profitability of the private and public sector bus transport operators in South Arcot District of Tamil Nadu. This comparative study reveals that the private sector operators are more successful in the areas of productivity and profitability than the public sector operators.
Sundari (1990)\textsuperscript{36} in her article gives an elaborate and exhaustive discussion on nationalization of bus transport process in Tamil Nadu. Her discussion centres on the pros and cons of the nationalization of bus transport industry in Tamil Nadu.

Vadivelu (1988)\textsuperscript{37} in his doctoral thesis analysed the household travel demand, modal choice and the daily physical and financial performance of the public transport modes in the city of Madurai. He has also evaluated the role of different modes of public transport in the overall transport system of the study area.

Jegadish Gandhi (1999)\textsuperscript{38} in his article suggested that the fare revision for the corporation should be linked with the Annual Budget proposals presented in the Assembly on the analogy of the Railway Budget presented in the parliament every year.

Mohan (2008)\textsuperscript{39} in his article highlighted that the number of town buses is high when compared to mofussil buses. The proportion of the town buses, mofussil buses and condemned buses to total fleet are not the same over the years. But the proportion of spare buses to total fleet has been the same over the years. The TNSTC has utilized 94–96 per cent of its fleet. In accordance with the depreciation policy of the TNSTC, the old buses have to be replaced in time, which will lead to higher utilization.

Subharam (2010)\textsuperscript{40} in his paper stated that STUs have a great role to play in achieving organization development in tune with the liberalized
MV Act of today which has led to a highly competitive market situation. He also pointed out customer centricity in the services offered; responsive and courteous behaviour towards the customer (passenger) will build the confidence level and lead to polarization of commuters towards STUs.

Kadam (1998)\textsuperscript{41} in his study pointed out that growth is the only option for STUs to survive in a competitive environment. He also suggests that to improve the image of STUs and to attract more and more passengers, STUs should have a marketing approach than a selling approach. With the available trained manpower, huge infrastructure and organised management, STUs should strive to innovate and use unconventional methods by using different types, capacity and design of vehicles. Moreover, productivity of staff, fuel, tyres and auto spares are the key result areas for cost control.

\section*{3.9 Quality in Bus Service}

Shri Koteeswaran (1987)\textsuperscript{42} in his study focused on the quality of services in transport. He brings out the importance of developing yardsticks of quality and working out the various measures necessary to achieve the higher quality service.

Vasudevan and Ganesan (1995)\textsuperscript{43} in their study presented a comparative study of the assessment of quality of services provided by the nationalized and privately-owned bus system in the state of Tamil Nadu. Public sector bus system has been rated better on aspects like safety,
adherence to scheduled timings and punctuality while the private sector scores over public sector on crew behaviour, vehicle cleanliness and comfort. As a part of the study, Bus Service Quality Index (BSQI) was also computed for each zone to have a meaningful inter-zone comparison. Several suggestions are also given to improve the quality of public sector bus system.

In the study conducted by the Traffic and Transportation Research Wing of the Institute of Road and Transport, Madras (1993)\textsuperscript{44} stated that punctuality and reliability of bus services, crew behaviour, passenger comfort in a bus and incidence of accidents affecting safety are the key parameters for determining quality of services. In this study a SWOT analysis has been done on the basis of the response to a questionnaire and suggestions given by passengers at various bus stands. The study concludes that in the parameters like safety of passengers and their luggage, adherence to scheduled timings and punctuality STU buses are rated better while in parameters like crew behaviour, vehicle cleanliness and journey comfort private buses are rated better.

Chalam and Nageswara Rao (2006)\textsuperscript{45} in their study analyses the quality of services of the APSRTC. It is examined on the basis of passengers’ perception about the amenities of the corporation and the views expressed by the passengers about the services provided by the corporation.
Ramamoorthy and Ponnuraj (2001)\textsuperscript{46} in their research, listed the perception factors of passengers towards omnibus service by adopting factor analysis techniques. They observed that comfortable seating arrangements, journey time, normal speed of the bus, politeness of the crew and cheaper rates, when compared to train travel have high factor loading, which influence passenger perceptions to a great extent towards omnibus services. The study has proved that there is a significant relationship between passenger perception and physical comfort, time and punctuality, safety, behaviour of the crew and social responsibility. But there is no significant variation between the perception level and the personal characteristic variables of passengers.

Patankar (1986)\textsuperscript{47} in his article brings out the measures taken by State Transport Undertakings to provide safe, reliable and comfortable service and what they propose to do to meet the expected large demand at the turn of the century. In a transport system the quality of service depends on the actions and interactions of four agencies, namely, operators, users, society and the government. Striking a balance, between these various agencies and running the system smoothly and efficiently requires managerial skills of a high order. These and other related issues are also discussed.
Subbaih and Praveena (2011)\textsuperscript{48} in their study stated that the minibus operators are rendering efficient service to the utmost satisfaction of the travelling public.

Mahajan K. Sanjeev (1995)\textsuperscript{49} in his study reveals that on an aggregate level, majority of the respondents have expressed their dissatisfaction on the services provided by Himachal Road Transport Corporation. It has been found that the respondents overwhelmingly expressed their dissatisfaction with regard to 27 indicators out of the 38 indicators and were of the opinion that HRTC is taking undue advantage of its near monopoly situation in the passenger transport market in the State.

Gore (1997)\textsuperscript{50} in his article stated that rate of breakdowns in STUs is the yardstick to measure the quality and reliability of bus services. The breakdown rate has to be maintained as low as possible to enhance their reputation in the minds of the travelling public. He also mentioned that nowadays, over 40 per cent breakdowns in depots are on account of tyre punctures. So, adequate steps should be taken to improve the tyre maintenance management of the STUs.

Padam (1993)\textsuperscript{51} identified in his study that the stakeholders, consisting of the government, passengers, employees, automobile industry and society in general, have attempted to pull the State Road Transport units in different direction. When the emphasis was on service, profitability becomes a casualty. It became apparent that the present challenge could
only be met by tightening the management controls and a re-dedication to professional management with a vibrant social conscience.

3.10. Performance Evaluation of State Transport Corporations

Agarwal (2002)\textsuperscript{52} in his article analyses the physical and financial status of some selected state transport units and also attempts to pinpoint the remedial measures for improving their performances.

Vijayarani and Kesavan (2008)\textsuperscript{53} in their article tried to study the performance of the renamed corporation from 1997–98 upto 2006–2007. In this decade the corporation had been bifurcated. Hence, its performance has been studied on important aspects like fleet management, traffic management, maintenance management, permit management, fuel and oil management, material management, personnel management, safety management, financial management, public services and performance of workshop.

Vijayakumar et al., (1993)\textsuperscript{54} in their article described and analysed the physical and financial performance of the State Transport Undertakings in Tamil Nadu.

Krishnamoorthy (1997)\textsuperscript{55} in his Ph.D. thesis evaluated the operating performance in terms of physical and financial parameters of the study unit representing the public sector and of the competing private sector in the urban and rural market segments of the public passenger road transport.
Mathur and Ravindra Kumar Singh (1992)\textsuperscript{56} in their article stated that financial performance may be considered as an important indicator of efficiency. Under competitive conditions, physical and operational parameters assume importance as indicators of efficiency. In view of the nature of road transport industry, the financial performance itself is significantly influenced by physical and operational performance, effective utilization of physical resources is a must for a road transport undertaking for the efficiency of operations and improvement of profitability.

Radhika (2006)\textsuperscript{57} in her paper started with the evolution of APSRTC., analysed the physical and operational performances on the basis of different parameters and evaluated the financial performance by analyzing its profitability.

Satish Tiwari (2000)\textsuperscript{58} in his book stated that most of the Road Transport undertakings are incurring losses. Low fare structure, absence of automatic fare revision, congestion on roads, operation on uneconomic routes, concession in fares to students and weaker sections of the society along with rising cost of operation due to older buses are responsible for their poor financial health. In the context of boosting sales in commercial vehicles industry, the Finance Ministry has asked the State Governments and State Transport Undertakings to place purchase orders for passenger’s buses for replacement of older fleets.
Murthy (1986)\textsuperscript{50} in his article highlighted inadequacies of the five parameters (viz. vehicle utilization ranking, cost per bus ranking, cost per kilometre ranking, earnings per bus ranking and earnings per kilometre ranking) used by the industry for inter-firm comparisons. He also made an attempt to develop a more reliable technique (Capital Recovery Index) for comparison purpose.

Bagade (1986)\textsuperscript{60} in his paper suggested a new methodology to the State Transport Undertakings for comparison of performance of different units within the organisation. This will enable them to evaluate the productivity, adequacy, suitability and efficiency of transport operations.

Jegadish Gandhi and John Gunaseelan (1996)\textsuperscript{61} in their study evaluated the performance of RTCs in Tamil Nadu and suggest some concrete recommendations to improve the operational efficiency and financial viability of these RTCs. They also pointed out that the challenge before the STCs is to improve the quality of service to the passengers. They also suggest that Image Management Cells should be created in every corporation to improve the operational service aspects, in the eyes of the commuters.

Ramanathan (1997)\textsuperscript{62} in his paper analysed the performance of the transport sector, identified the bottlenecks affecting its performance and specified some important policy directions for future planning.
3.11 Financial Performance of State Transport Undertakings

Jagadish Saran Mathur (1991)\textsuperscript{62} in his article tested the performance of Transport Undertakings by means of input–output comparison and came to a conclusion that the SRTUs in India are not commercially viable. He pointed out some of the causes responsible for poor financial performance of the SRTUs and also given some suggestions which will reduce the losses to a great extent.

Krishnamurthy (2001)\textsuperscript{64} in his article explained the reasons for the poor financial performance of State transport undertakings and give some suggestions to the state government to bring the State Transport Undertakings out of the present financial crises.

Krishna (1999)\textsuperscript{65} in his article explained that the debt–equity ratio is generally useful in assessing the soundness of long-term financial policies of a company. The debt–equity norm is also applicable to STUs in India. The debt–equity ratio in almost all the selected state transport corporations (CTC; CRC; ATC; TPTC; PATC) in Tamil Nadu has shown an upward trend during the period 1983–84 to 1994–95. The empirical results indicated that the size of the corporation alone is the most significant determinant factor of debt–equity ratio in all the selected transport corporations.

Dixon et al., (1996)\textsuperscript{66} claim that the extent to which business units commercialize is dependent on five factors, including the recovery of costs,
the extent to which market competition is restricted or unrestricted, the adoption of both the commercial and the non-commercial goals, the replacement of the government funding with the consumer charging and the retention of revenue.

3.12 Operational Efficiency of State Transport Undertakings

Swami (1990)\textsuperscript{67} in his study explained the way of judging the operational efficiency of road transport industry. It works out on the basis of management by exception principle. He also suggested the ways for improving the efficiency.

Singh (1995)\textsuperscript{68} in his study stressed the need for carrying out a time bound cost–benefit analysis on modernization of road industry, information technology and optimum operational management studies in order to explore the possibilities for adoption of modern road transport system under Indian conditions and taking investment decision in the right directions.

Sri. Arulraj Ponnu Durai (2001)\textsuperscript{69} in his study analysed the operational efficiency of the public sector passenger bus transport in Tamil Nadu with reference to its different segments in terms of the various standard parameters.

Mishra and Nandagopal (1992)\textsuperscript{70} in their article stated that the number of breakdowns declined over the period from 1980–81 to 1989–90 in case of most of the State Transport Undertakings in Tamil Nadu. The
breakdown ratio declined from 1.48 in 1976–77 to 0.24 in 1986–87 for all the State Transport Undertakings taken together in the case of Tamil Nadu.

Madhusudhan and Nanje Gowda (2008)\(^1\) in their article pointed out the decentralization of road transport corporations in India has beneficial effects through productivity improvements taking the case study of KSRTC.

Sudheer (1992)\(^2\) in his study compared the services of Kerala State Road Transport Corporation with private sector. He rightly observed that out of the total vehicles plying on Kerala roads, 75 per cent belong to private sector. This is a visible indication of the shift of dependence by passengers. Moreover he said, even the top officials of the Kerala State Road Transport Corporation frankly admit the fact that Single and fleet type of operators in Private sector of Kerala enjoys many advantages and facilities enjoyed by the corporation, have been making considerable profit through passenger transportation.

Mathur and Singh (2008)\(^3\) in their article explained the need for efficient utilization of diesel oil by the State Road Transport Undertakings. They must help in reducing the consumption of high speed diesel (HSD) in the country and thereby, save valuable foreign exchange.

Mathur and Agarwal (1999)\(^4\) in their article analysed the accidents that occurred in Uttar Pradesh State Road Transport Corporation and suggested ways to minimize accidents. They also state that minimizing
accidents and increasing safety is a collective responsibility of roadways personnel, government and road users.

Raja Justus (1998) in his article discussed four performers in public passenger road transport system. These four performers perceive certain criteria for assessing the operational efficiency of public passenger Road transport system. They are summarized into the following heads: i) Cost minimization; ii) Revenue maximization; iii) Increased fiscal benefits; iv) Rewards and awards; v) Increased monetary benefits; vi) Safety and security and vii) Reliability, punctuality and regularity. All these can be measured and the efficiency can be accessed through the proven and time-tested methods such as i) Performance Rating Method, ii) Cost Income Comparison, iii) Earning Potential Realised Method, iv) Marginal Ridership Method and v) Quality of Service Index (QSI).

Agarwal and Pramod Bhargava (2010) in their article analysed the profitability in State Road Transport Undertakings. The profitability is analysed on the various aspects and dimensions and discussed through the application of mean and co-efficient of variation. The student’s $t$-test at 5 per cent level of significance is also applied in order to test the significant difference between the mean of various dimensions and thereby judge the operational efficiency of RSRTC and UPSRTC.

Nandakumar Mekoth in his paper quoted that although the public passenger road transport undertaking is operationally and financially
efficient than the other units, it need not necessarily generate higher profits than the privately operated units due to unfair competition from the private operators. He also proved that in Goa, the less efficient units earned profits by resorting to unfair price competition and by adopting certain unhealthy tactics while an efficient unit (Kadamba Transport Corporation Ltd.–KTCL) was incurring loss. These facts were discussed by studying the public and private sector passenger road operations in Goa.

3.13 Relevance and Importance of the Present Study

Kanyakumari district is the southernmost district of the Tamil Nadu State and Indian subcontinent. Here the district has the maximum literate population with no great scope for industrial employment. So the literate unemployed youth of this district has to move to other parts of India as well as to other nations to get employed. The available transport systems are public passenger road transport system and public passenger rail transport system. The scope for public passenger rail transport system largely depends on the central government’s yearly policy. But the public passenger road transport system largely depends on the state government’s policy, which can be modified or changed according to the needs of the public. This leads to lot of changes especially on the growth of passenger buses, adoption of newer and varied routes and the keen interest shown by private players in providing comforts to passengers. All these increase the
importance of conducting a study on public passenger road transport system in Kanyakumari district.

This study is also unique as the study relates to a specified period of 11 years from 2000–2011. To the best of the knowledge of the researcher no such study has surfaced relating to the above period in the study area.
References


