INTRODUCTION
Transportation is an important infrastructural facility affecting the socio-economic development of a country or a region. This is all the more so in an undeveloped area or a state. The case of Uttar Pradesh and its economy is no exception to this particular rule. The objectives of this work are:

1. To ascertain as to how and why transport affects economic development of a region or a state.
2. To examine the efficacy of otherwise of a transport system to project its socio-economic needs.
3. To provide guidelines and policy framework for a well developed transport mechanism in the state of Uttar Pradesh.
4. To suggest improvements and advancements of the transport sector of the state so as to make it vibrant in view of its role in the agricultural and industrial development of the state.
In any scheme of economic development of a region or a state there are certain constraints ——— administrative, managerial, financial, technological etc. One of the most important constraints of economic development in Uttar Pradesh is the lack of its infrastructural base. Transport constitutes as one of these constraints as it inhibits the growth of U.P. & economy in a great way. The lack of transport facilities, a deficiency in the network of roads connecting the villages and remote areas of the state, ineffective railway system, and other modes of transport have made the problem of the development of U.P. & economy very critical.
METHODOLOGY

The methodology adopted in writing this thesis is to

have an analytical examination of the data which would prove

the hypothesis that lack of transport facilities is an

important constraint in the development of U.P.'s economy --

both agricultural and industrial. In order to arrive

at the conclusion, statistical information has been collected

both from the primary and secondary sources. Their analysis

and interpretation has been made with some statistical tools

and techniques and the result of such analysis has been

provided for in this work.
This study on the "ROLE OF TRANSPORT IN THE ECONOMIC DEVELOPMENT OF U.P." has been divided into five chapters.

The first chapter deals with the Economics of Transportation. This chapter highlights the importance of availability of cheap, efficient and well co-ordinated transport system for the development of a region. In fact well-developed transport system attacks on immobility and makes resources of different areas and countries for the benefit of human being.

The second chapter discusses the demographic and economic structure of U.P. Besides population growth and per capita income, it also focuses its attention on the state's backwardness and regional disparities and highlights the predominance of agriculture and cottage and small scale industries in U.P.

The third chapter is devoted to make a critical study of the pattern of transport in U.P. Its aim is to examine whether the pattern of transport development in U.P. is serving the needs of the economy of U.P. Besides road transport, it also emphasises the need of the development of roads, specially rural roads and road transport to meet the transport requirement of the agro-based economy of U.P.

In the fourth chapter, an attempt has been made to examine and analyse the cost pattern of important modes of transport in U.P. and cost-benefit analysis of transportation in its operation so as to formulate an
efficient and most effective transport system in Uttar Pradesh.

The fifth and concluding chapter contains a brief summary of the earlier chapters with focus on the findings and suggestions emanating therefrom.

A SURVEY OF LITERATURE

In the present day economic situation, the public utility issues have assumed great significance. This is so because the socio-economic development of a country now greatly depends on the proper organisation and development of these utility concerns. The field entailing these services is becoming more and more specialised in the sense that it is considered to be an area of interest only to those who hope for employment in the utility industries or to those who have already set their life time goals in the higher reaches of the professions of law, accounting or public services. This belief is not necessarily true because the transportation, communication, electricity supply, telephones, gas, water etc. have now emerged as the lifeline of our economy and hence the study of public utility economies would be of great significance to all and sundry. Transportation is one of the most public utility services which is the life line of an economy. It is a fact that an examination and analysis of the various mode of transportation broadens one's vision and horizon in an extent which leads to broader vistas of socio-economic, socio-political and business activities.
Transportation has great significance. It is being said that transport is one of the wheels of economic growth, the other being education. Once the wheels of economic growth start moving, it becomes faster and faster which leads the economy to the path of high growth. If mobility of man and materials is increased, it would expand socio-economic activities.

In fact, transport is concerned with the movement of man and material for some specific purpose. It is this single powerful factor on which the economic, social, and political activities of a nation depend. Without transport, the functional differentiation of areas into the various specialized type of land use would be difficult. Transport by making people and goods available to places where they can be more useful, makes for concentration of the labour force and of materials. It provides place and time utilities to both man and material and is, therefore, indispensable to the development of trade and industry.

Transport, the de-facto barometer of overall economic and industrial growth has evidently brought the whole world into the mainstream of the functional life of trade and industry. It is the sine qua non of a nation's progress. It has facilitated large-scale production and distribution. It has widened the area and scope of the marketing of goods and services. The clearing up of transport bottlenecks would enable us to open up new market opportunities. Perhaps it is for these reasons that the development of the transport system has been given priority in our national development
While completing the present work on "Role of Transport in the Economic Development of U.P.," a number of books, journals, research papers, various reports and articles on the subject have been consulted and reviewed. Some of them are briefly summarised in the following pages. However, keeping in view the importance of the subject, a number of researchers and studies have been made in India in the past. Their number is definitely restricted, though some researchers and work have been going on at the present also.

Dr. M.C. Mathew¹ laid emphasis on the point that the degree of economy and efficiency of the transport industry as a whole is determined by organisational considerations in the context of unit sizes. Transport, being a public utility industry, is regulated by governmental policies in many ways, of which some have a direct or indirect impact on the evolution of size. Dr. Mathew has also viewed railways from the angle of size at a given point of time and analysed a number of interesting features such as operational ratio and traffic density.

Wilfred Owen² has made an attempt to seek a better understanding of the problems and potentials of development by focusing on one area of activity—the way people and goods are moved. Not that transport alone is the key to

progress. But transport has special significance because of the pervasive role of mobility in facilitating other objectives. Transport is a necessary ingredient of nearly every aspect of economic and social development.

The main questions considered by the author, are how transport influences development, how the obstacles imposed by own transport can be reduced and how improved transport can further economic, social and cultural ends. Specifically, how can a country estimate how much transport it needs and how much it can afford in the light of other requirements? What factors should be taken into account in weighing the desirability of different methods of transport? In short, what must be done to achieve as quickly as possible the minimum standard of transport needed for rising level of living?

Dev, Anan, in the story of civilization Vol 1 has examined in detail how all the civilization of the world have developed on the different banks of rivers and seas. He has also described the contributions of transport in such civilization development.

Bhatnagar, K.P. in his book "Transport in Modern India" has shown the role and significance of transport in India and abroad. He has examined critically the growth and development of various mode of transport in India and its effect on the economy of the country.

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The Economics of Transport has highlighted the role and significance of transport systems. He has discussed the utility of good transport systems from industrial, political, social and cultural angles.

Mr. R.R. Khan's book on "Transport Management" is a comprehensive treatise covering the broad outlines of the network of transport systems in India. It has dealt with the evolutionary process in the development of the transport network and has made a survey of the application of management tools and techniques to the various dimensions of transport studies—development of transport network, some modern trends, certain popular techniques and preeminent problems. The book covers, in a fairly comprehensive manner, a wide range of information falling within the broad sphere of the subject matter of transport management. Apart from containing a systems approach model to build up a comprehensive transport system and demographic data for transport planning, the book sets out benchmark data and provides an analytical study of several vital areas of transport management namely Rail, Road, Water, Air, Urban and Rural Transport.

Shanker has studied the employment potential of the road transport industry. According to him, "It is not the highest.

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employment potential and assessed that a unit of investment offers employment for 19 in railways; 17 in small scale industries and 166 in road transport industry. Every new vehicle put on road creates employment for 12 persons.

"Canechan and Ramani" in their study stated that "any business undertaking, the first criteria would be to optimise the various resources at their demand."

"Sharp C.N.2 in his work examined the studies undertaken in the field of transport system of U.K. and studied a number of basic problems like transport economics, transport investment transport pricing, reduction in accident rate."

"Harrison, A.J.10 studies various techniques of measuring the performance of transport system."

The Hindustan Motors Ltd.11 conducted a study pertaining to the various problems confronted by the automobile industry in India.

Alvin Prakash,B.12 made a study of the assessment of the performance of the Kerala state road transport working in 1959-71.

Straits E.S. has done a study of the physical and financial performance of some of the road transport undertakings in India, including the Patiala and Punjab state union road transport corporation 'P R T C'.

Kalpanad S. has analysed the working and problem of passenger road transport in Maharashtra.

Jayant K. has made a study of the working of Andhra Pradesh state road transport corporation.

Arora S.K. has studied the performance of road transport undertakings both under private and public sectors in Punjab and has made a comparative study of the performance of Punjab Roadways, Andhra Pradesh, Gujarat, Rajasthan, North Bengal and Kerala state transport corporations.

Kushwaha D.K. has analysed the managerial problems of road transport undertakings in the country and suggested various measures to lower down the cost of bus operation and to improve their revenue.

Abdul Ali Khan M.D. has done a study of the problem and different aspects and methods of financial management of SRTC's in India.

Prof. Baig, Meena19 and Dr. Iqbal, B.A. in their book on "Transport as a constraint for Agro-Industrial Development in Uttar Pradesh have pointed out that transport provides both backward and forward linkages in the economy of a region or state or a country. The dependence of India and more so of UP on agriculture provide large scale opportunities for developing agri-based industries, by and large, is rural and the same requires adequate availability of transport infrastructure.

Prasad, C.20 in his research report on "Role of transport in Economic Development with special reference to India" has devoted his energy for the developmental aspect of transport in India. He has highlighted the problems of transport and different agencies involved in the development of transport. He has given concrete points to solve the problems.

Jain, J.K.,21 in his book Transport Economics has given macro level transport condition. He has highlighted the condition of transport before independence and after independence and has analyzed the socio-economic significance of road transport, problems of road transport in general and various ways of bringing efficiency in the sector have been highlighted in the book.

Chinestrate S.K. 22 in his book "Economics of Transport" has traced the historical development of various modes of transport in India. It has also analysed the effect of efficient, cheap and well-coordinated development of transport system on India's economy. The author has also tried to include the suggestions and recommendations made by the various committees and commissions appointed from time to time by the Government of India.

Shrivastav A.H. in his report of yearly work description of the UESRTC during 1981-82 has given full information of organisation, total board of Director of transport corporation, operation of the UESRTC. Human resource development of the UESRTC; present position of the UESRTC; workshop organisation of the UESRTC; effort of making the condition of operation good of the UESRTC, various statistical data of the UESRTC. He has fully depicted the working, performance and present problem of the UPSRTC.

The Report on the road transport industry in Andhra Pradesh by Dr. V.V. Ramanathan (unpublished) (1955) is a pioneering effort in studying the problems of road transport industry in a particular region. This study provides a deep insight into the problems of both passenger and lorry transport, and has made many useful and practical suggestions for the improvement of the industry as a whole. The methodology adopted for the study may prove to be useful for any researcher on regional road transport problems. But

the conditions having changed during the last 35 years since
the submission of the report, there are new issues cropping
up for consideration.

The unpublished thesis submitted by S. Kirankumar
Yadamutha, University of Madras, in August 1973, under the
heading of "Pricing in Passenger Transport Service with
special reference to Trivandrum" analyses only the cost
aspect of passenger transport system.

The National Council of Applied Economic Research
(NCARE) conducted a survey on "some aspects of Goods
Transport by road in the Delhi region" (1953). This study
made an attempt to focus attention on the problems of lorry
transport industry of a region. The special feature of the
study is the careful analysis of the organisational features
and operational problems of the goods vehicles operating in
Delhi region. However it is a brief study published under the
series "occasional papers". It also did not touch the
financial problems of the aforementioned operators.

The report of the road transport reorganisational
Committee (1959) has made a very valuable contribution towards
understanding the problems of road transport industry
sympathetically and made a bold attempt towards correcting
the bias i. e. the government policy of development of
railways at the cost of the growth of road transport
industry. However the committee did not make any special
study of the problems of the lorry transport which occupies
a pivotal position in the transport system.

The committee on transport policy and co-ordination in
its preliminary report (1961) and its final report (1963) have made 'live' references relating to the problems of goods transport by road and the expected coming of the lorry transport industry in the context of the planned economic development of India. They have also emphasized the very significant point of nationalization of goods transport by road by the state governments.

The road transport taxation enquiry committee (1965) was set up by the Government of India under the chairmanship of Dr. P.V. Nooker, to study the problems of road transport and particularly the tax element in the cost of operation of the road transport services. The committee submitted two interim reports, one in 1965 covering inter-state transport and the other in Jan. 1977 on cartel and other checks as desired by the central government.

The study entitled "Road Transport Industry -- A Review" (1978) by National Council of Applied Economic Research made a special approach in finding out the impediments in the growth of the road transport industry. The utility of the study was further enhanced by the collections of field data from sixty-three road transport operators of different categories operating in seven different cities spread throughout India. The simple survey of the road transport operators conducted by the F.R.I. (1951) is the major study of the road transport operators undertaken so far. This survey covered as many as 6,129 road 'transport' operators from hand-drawn vehicles to motor
The book, entitled "Indian Railways: Problems and Prospects" by K. R. Santha, presents a detailed survey of the development of Indian Railways and highlights the problems and prospects of its development.

D.N. Asthana's study entitled "Financial Management of Indian Railways" is a thorough study on the performance of Indian Railways since 1951-1974. The book is divided into twelve chapters and examines the early attempts made for the establishment of railways in India. It also analyses the railway finances during pre and post World Wars and during the plan period.

K.T.V. Poghon, in his article entitled "Rail Transport Development---The Years to Come" (Indian Railways, New Delhi-Oct.1974) makes an appraisal of the railway development in the near future and discusses its importance in the Indian economy.
E. W. N. Niles in his article entitled "Railway Management Emerging Pattern", The Economic Times, Bombay, Sept. 10, 1973, has analysed the emerging pattern of railway management in the country. He has, in particular, touched upon the social responsibilities of Indian railways so far as they relate to the provision of services by railways to the common man.

In view of the above examination, review of the literature on the subject, it can be easily summed up that though there are a lot of books, reports, statements, brochures, articles, case studies, etc., yet they cannot be considered as sufficient material for a purposeful analysis. In short there is a paucity of literature available on the subject. My endeavor to present this study on the "Role of Transport in the Economic Development of Uttar Pradesh", can be taken as an addition to what is already available on the subject.