PREFACE

At the very outset I wish to place on record my sincere debt of gratitude to Prof. S. Sarangapani for kindly suggesting this topic which I found to be immensely fascinating.

The thesis is the first of its kind in as much as it is the first attempt at a region-wide survey of road transport. The period of study is from 1951 to 1976. However, wherever necessary the data have been provided for even later years. It covers both the nationalised sector and the private sector of road transport. In regard to the private sector of road transport, there was the inevitable constraints of lack of full data availability.

The thesis has been divided into seven parts.

Chapter I deals with a general discussion of the role of road transport in economic development.

Chapter II concerns with the structure of the economy of the North Eastern Region with a view to making a general assessment of the general trend of traffic demand in the next few years.

Third Chapter deals specifically with the role of road transport in the N.E. region. This is one of the core chapters.
Chapter IV discusses planwise development of road transport in the region.

The next chapter critically evaluates the working of State Transport Undertakings in the region.

Chapter VI compares the working of road transport undertakings in the region with those of some other States.

The concluding chapter gives the summary of findings and ventures a few suggestions for improvement.

The central hypothesis of the thesis is that the inadequacy of road transport constituted a major inhibiting factor in the economic development of the North Eastern Region. The hypothesis has been found to be correct in the light of the gap between the high development potential and the poor economic achievement of the region and the neglect of road transport despite its vital importance.

The data for the work have been collected from various reports, records and official documents and journals.

I had the opportunity of passing both B.A. and M.A. by having a service in the State Transport Corporation of Assam. As a former employee of the Assam State Transport Corporation and present employee
of the Meghalaya Transport Corporation I enjoyed the advantage of special access to the important sources of information regarding road transport in the region.

However, in the course of writing the thesis I had to approach different institutions and persons from whom I was greatly benefited.

In this connection I owe a very deep sense of gratitude to my preceptor and research guide Prof. S. Sarangapani, Department of Economics, Gauhati University, without whose kind and able guidance the thesis could not have been completed. In the course of preparing the thesis I was immensely benefited by his kind encouragement, thoughtful suggestion and inspiring guidance.

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I shall be failing in my duty if I do not acknowledge here the help and co-operation I received from Prof. Tarun Bora, Mr. Nani Barpujari, Mrs. Nima Deb, Mr. Naba Chaudhury and Mr. M. A. Shah.

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