ACKNOWLEDGEMENT

I have been able to get great deal of support from many people at various stages of work. At the outset, I thank Dr. P.A Appasamy, Director, Madras School of Economics for providing me opportunity to do this research. I am profoundly grateful to Dr. G. Mythili, Madras School of Economics, for her guidance, constructive criticism, valuable suggestions and above all hospitality throughout the period of research. Needless to say, without her painstaking effort, this thesis would not have taken the present shape.

I take this opportunity to especially thank Dr. U. Sankar, Honorary Professor, Madras School of Economics, who created my initial interest in the general subject of the study. I also acknowledge the help of Dr. Rita Pandey, Fellow, National Institute of Public Finance and Policy, for her constructive suggestions.

I am thankful to the Indira Gandhi Institute of Development Research (IGIDR), Mumbai, for allowing me to use their library resources. I am grateful to Dr. R. Ramanathan, ex-professor of IGIDR, Mumbai and Dr. Anjana Das, ex-professor, IGIDR, Mumbai for their helpful comments.

I am also thankful to the officials of the Association of Indian Automobile Manufacturers Association, Transport Department, Chennai, Gas Authority of India Limited, Chennai, Metropolitan Transport Corporation, Chennai and Southern Railway for providing me with invaluable information.

I offer my thanks to the staff of the Computer Centre at Madras School of Economics for their help in typing the final version.
Finally, I am at a loss for words, to express the affection and encouragement of my parents, which enabled me to complete the thesis smoothly.