CHAPTER V

CONCLUSIONS AND IMPLICATIONS

The analyses of the findings of this study are in broad agreement with the findings of several other studies at the macro level. The two selected villages depend entirely on rainfall. However in one the rainfall is adequate and dependable, while in the other it is not so. The soil is reasonably fertile. In respect of the road transportation, there is a similar contrast one belonging to the district and the taluk developed in road transportation and the other belonging to the district and the taluk backward in this respect. Both villages do not have national highway or rail transport. Given this level of transportation infrastructure and agro-climatic conditions, Heddur has got more facility of road transportation as compared to Ramdurg.

For the purpose of analysis, the households were classified in to three groups as more developed, less developed and not developed in respect of road transportation. More developed households are those which own their own motor vehicles, mini lorries, multipurpose tractor-cum-trailers. And less developed households depend up on buses but travel frequently, own two wheeler automobiles and bullock carts. And not developed households do not own the vehicles and are also less mobile, except for agricultural labour for which they are picked up from and brought back to the villages. At the most they keep bicycles. It was found that in both the villages more developed households are less and not developed are more. But in relative sense more developed households are more in Heddur than in Ramdurg and Vice versa.
This initial situation seems to have provided an advantage in the sense and that the households having transportation needs could earn, spend, save and re-invest in their main occupation, namely agriculture in buying mechanical and agricultural equipments. The improved transport technology is also availed by the people of Heddur to purchase improved seeds along with chemical fertilizers. This means that mechanization of transport in Heddur is combined with the good agriculture in terms of tractorisation, though some of the households have gone in for using modern agricultural equipments for weeding, harvesting and threshing. Tractorisation has been used as a sort of time saving device in Heddur agriculture. This enabled them to get two crops in a year as compared to only one crop in Ramdurg. And what is more, this additional crop is mostly in the form of commercial crops like potato, onion, paddy and sunflower.

Good road transportational facilities like greater frequency of buses, private tempo service and possession of tractors, two wheeler automobiles, etc. in Heddur and dependence on the inadequate bus services, non-availability of private transportation (tempo service), dependence on bullock carts and irregular tractors in Ramdurg have generated differential socio-economic impact in the two selected villages.

The cumulative impact of this difference has been on the main occupation that is agriculture particularly in respect of the adoption of mechanized farming and the resultant increase in the cropping intensity, which has increased the output and finally the income of the transportationally developed households. This impact is consistent with the
economic impact of mechanisation of any occupation observed all over India and for that matter in any part of the world. In particular the tractorised transportation has not replaced labour but has increased demand for labour and more employment opportunities have been generated particularly for adult male and female workers in Heddur. However, this increase in employment opportunity has not led to any substantial increase in wage rate as one would have expected, though wage rates in nominal terms have doubled over the last 20 years.

The third direct impact of the transport mechanization has been that the children of the mechanized households, who otherwise would have been required to assist the elder male and female members in domestic and farming activities, have been encouraged to go to schools with the onset of mechanization. The participation of women in farm work has come down because of the operation of demonstration effect and now they do supervisory and, to some extent, manual works.

In addition to these direct effects, there have been several indirect effects of transport mechanization through nominal income effect. Increased nominal income has improved the standard of living of the mechanized households and enabled the agricultural labour families to get employment through tractorised transport and earn more wage income. And as a result of these, their expenditure level has increased, their nutrition level has also increased as they have been able to come to nearby towns soon and spend more on health, medicine and other non-food items. What is more, the members of the transportationally developed households have started appreciating the value of leisure and are increasingly seeking recreation and
entertainment facilities, i.e., going to movies, participating in Mahila Mandal activities, youth clubs and the like. Their life style has changed. There are also some indications that the traditional beliefs and relations are gradually losing their rigidity and relevance, as for example, youths are becoming prominent in some fields of decision making in the community and in the households. Jajmani system, which was a common feature of the feudal rural society, is breaking down because of the urban infrastructure, which is made possible by the transportation. This may be considered as an important social change of sociological significance. These findings are all consistent with the macro level findings of studies on transport development conducted in other parts of India. Therefore this study may be reasonably taken to represent a much broader sample in the country.

Certain non-desirable impacts of the transport development were also observed like accidental deaths of animals (sheeps, goats, cattle, birds, hens, duck and so), causing financial loss and death or disabled ness of human beings learning to distinguished or destitution of the concerned families. In both the villages such losses, which were not many unlike we see in urban areas. In relative sense, Heddur witnessed more of such cases than those found in Ramdurg, partly because of the transportation development and partly because of the ghat or hilly areas in the vicinity of Heddur.

Implications for the community:

The implications of these findings for the village community are very obvious. The first implication is that the transport mechanization helping the predominant occupation of the country and its income crop intensity and
higher income has encouraged diversification of economic activities of the Heddur village. Non-agricultural activities particularly service activities are becoming prominent. This is evident from the increase in number of petty shops, provision stores, and tea shops (small hotels) in Heddur. If this trend continues, it is likely that the demand for services like modern haircut, new methods of washing clothes, etc., in the village will increase. The demand for new services like repair of vehicles, two wheelers, tractors, machinery and other household durable consumer goods which will flow into the transportationally developed households will also increase. This means there will be scope for developing such service centers in and around such transportationally developed villages for the benefit of cluster of villages.

Secondly, once the main occupation of the village community is mechanized, it will lead to further mechanization of other activities within agriculture and increase the receptivity to technological change, new ideas, new ways of doing things and the like. These are borne out by our study that some of the households have been induced to go in for trailers to bring fertile soil from the tanks to the farms as well as to take the crops grown to APMC (Agricultural Produce marketing society) or areas of market. Apart from mechanising many occupations, and in particulars many agricultural activities. This tendency may further spread in future and it is also likely that the Ramdurg people might find out a via-media to use mechanized transportation and farming either through owning tractors or by hiring tractors and other machines.

Thirdly, transportational mechanization and the resultant agricultural mechanization, which have led to an increase in the income have increased
the savings of Heddur people and these savings are partly going into consumption and partly into land and other asset acquisition. We have found in this study that the big farmers are still craving for more land by purchasing the lands of small and marginal farmers in times of their distress. This may be useful from the point of the households, but is not desirable from the point of view of community and the country. Therefore, it would be appropriate to find ways and means of mobilizing these rural surpluses which are generated in the developed households for useful, profitable investment in and employment generating occupations within the village or elsewhere.

Fourth, the transport development and the resultant direct and indirect effects which, we have discussed above, have encouraged increasing interaction of the village people with the outside world particularly with the state government officials, traders, professionals and others in the nearby towns. This has encourage the villagers to open up their social and economic interaction to a wider circle, thereby improving their horizon and aspirations, which will have their own long-term impact on their future. It is also necessary to remember in this context that such an interaction with the outside world particularly through increased monetisation and greater extent of purchase of inputs and farm out puts could mean increasing influence of market forces with their attendant uncertainties and risks. This means in future the government will be called upon to play an increasing role in the stabilisation of farm costs and incomes.
Implications for Family:

One important implication for family is that the literacy rate of younger generation has improved significantly and it is also evident that the families of transportationally developed households attach more importance to and more value for education and modern mechanical skills. This is evident from the increased habit of sending their children to schools by the mechanized households. The future generation will be more literate and skilled in specific areas to handle and seek independent occupations even outside agriculture.

Secondly, the role of women will change substantially as they become supervisors in the family which empowers them in terms of status. Increased economic position and educational status of the family will create an awakening and urge to think of kinship relations with the family of similar status. Though this may not be desirable from the point of view of the society as a whole, the implications of what is happening in the developed village cannot be brushed aside.

Thirdly, the status of female children will improve as a result of improved education and modernization in life style since the improved education is going to change the very outlook of the members of the family. They are bound to change their own outlook and attitude towards the female children in the house. This is very clear from the fact that the age of marriage of girls is going up and some of these families insist upon marrying the girls to educated youths settled in urban areas.
Fourth, the families will start diversifying the sources of income from agriculture to several non-agricultural sources by investing their surpluses. As a result, the family will not face the uncertainties of fluctuations in the income being solely dependent on agriculture. This should be a welcome feature as the non-agricultural sources will insulate the family from fluctuations in income from agriculture.

Fifth, it is also likely that as education of younger generation spreads in the transportationally developed and agriculturally mechanized families, they may leave the village and settle in urban areas. Though the extended family relations may continue for sometime, the more developed households ultimately will have to face a situation of their elder persons managing their own farm. This has got two implications: The first implication is that during the transition period, elderly people of the mechanized households might have to increasingly depend upon the skilled agricultural labourers to operate machine and manage the farm activities, which are a positive implication. But in the next stage of change, it is likely that the aged parents of the educated people who will settle down in urban areas, might decide to sell their land to others in the village and leave the village altogether for spending their old age in the urban areas.

Finally, there is a tendency among the developed households to widen their kinship relations by going beyond their traditional relations within and around the village. They look for educated grooms anywhere in the state, of course within the circle of their own caste. Similarly, in the next stage they may start looking for educated brides outside their own kinship circle.
and this process is the beginning of secularization and cosmopolitanisation of family relations.

**Implications for Government:**

It is clear from the present study that the development of road transportation generates many socially advantages and a few disadvantages changes. And it has come out clearly that the road transport development is a catalyst for socio-economic development which is the main target of developmental programmes of any country.

1) In particular creation of infrastructure lays the foundation for the edifice of a developed society. Therefore, road transport sector must be financially encouraged and scientifically designed as to make it tailor made to the needs of any community.

2) The construction of national highways and state highways and the district roads should be so that many villages are more or less covered.

3) Since India is a country predominantly consisting of a rural population, villages must be provided with one or the other type of approach roads and request staffs. Providing innumerable city buses in cities, some of which at times do not have adequate number of passengers and not providing the minimum transportation facility to the rural population that is predominant has already resulted into inequality between the urban and rural areas. This inequality has far reaching implications for the society causing the serious “urban bias,” which Prof. D.N. Nanjudappa reported in Karnataka.
4) Since transportation provides access to areas of employment, development of the road transportation in villages is going to be employment generating as well as an anti-poverty programme.

5) Transportation should be the section in which both government and private sectors work together and their working should be such that there is a good co-ordination between the two. As it is in Teerthalli taluk, private shuttle service is better than that in Devdurg.

6) Wherever accidents have occurred they have occurred due to the condition of roads and alcoholism of the drivers. Particularly road safety measures and road repairs should be undertaken at least once in a year.

7) People of both the villages were complaining that road repair work is not regularly done and done with care. Lot of corruption in terms of diluting the quality of roads make the repaired roads as bad as they were just a few months back. Therefore, monitoring the road construction with social responsibility and involvement of the public in the monitoring of road repairs will go a long way in developing the road transportation.

8) Overcrowding of inadequately plying buses, does not motivate the people to travel. Journey comforts and proper regulation of the timetable to avoid more than one buses coming at a time after much waiting and no bus coming at the most needed times should be avoided. Road transport development has supported mechanization of the occupations, including the predominant occupation that is agriculture. This should guide the planners in popularizing new and newer technologies in different occupations, though developing road transportation, so that needs of the growing population are met and there is some check on the inflation.
9) Some concessions are already given like student concession and old people concession in bus fares. Similarly frequent users of transportation also should be some concession, so that market situation and provision of goods and services in the villages improve.

10) Luggage charges in the road transportation particularly in buses have often become a bone of contention between the passengers and the drivers and conductors.

11) The people of the both the villages were of opinion that villages are always provided with older vehicles, which cause disturbance to the journey, stopping of vehicles in places where driver, and conductor get free catering but the passengers are charged heavily are dis-intensive to making journey. This should be immediately and effectively controlled.

**Implications for further research**

The above suggestions for family, community and government are based on the comparative study of a transportationally developed village and a backward village. Therefore there is a need for making similar study in villages which are having similar agro climatic conditions.

There is also a need for conducting case studies of selected villages, so that it will be relatively easy to isolate the role of road transport development from that of other built in advantages are discriminately treated pockets.