3.1 History of MSRTC

The MSRTC is established by State Government of Maharashtra towards nationalization of road transport by passing the Road Transport Corporation Act 1948 and established state transport department on 01.04.1948. In 1949, a separate corporation named Bombay Road Transport Corporation was established which, came into existence on 08.12.1949. However, a revised road transport act was passed by the government in 1950 and Bombay State Road Transport Corporation with central government contributing on third of the capital.

The Bombay State Road Transport Corporation (BSRTC) thus comes into being later changing its name to Maharashtra State Road Transport Corporation (MSRTC) with the re-organization on the state in 1961 under the State Road Corporation Act 1950. As per the provision in section 3 of Road Transport Corporation Act 1950. It standing today by this milestone of 58 years. The corporation has entered in 63rd years of business. The area covered by Maharashtra State Road Transport Corporation (MSRTC) is entire area of the state of Maharashtra in 1961. This is today the second largest corporation after Andhra Pradesh State Road Transport Corporation (APSRTC) in the country. Maharashtra is one of the few states where passenger transportation has been completely nationalized.

MSRTC carried out an ambitious expansion plan by laying down the principle of linking each and every village by bus service. MSRTC’s principal
slogan is “Where there is a road there is a bus service.” This approach has been responsible for extensive route network in the entire state of Maharashtra. MSRTC has made significant contribution by creating a good road transport infrastructure for developing the rural economy in the state. Maharashtra is one of the few states where passenger transportation has been completely nationalized.

3.2 Road transport prior to formation of Maharashtra State.

The road transport was commenced at Hyderabad in 1932, after that it was established in Mumbai. In 1935 Mr. Dr. Dhananjayrao Gadgil commenced a survey regarding organized and financial position of public transport and goods transport in Alibag, Ratnagiri, Pune, Ahmednagar, Satara, Solapur districts and submitted his survey report to government. After Second World War a committee was established in order to restructure the road transport system. In October 1946 in order to coordinate between railway and transport a blueprint was published. Road Transport department was established in Maharashtra at Mumbai in 1948. In 1948 government of India has passed the Road Transport Corporation Act. Thereafter reforms were undertaken in said Act in 1950 in order to provide additional rights to state and central government, according to it all states allowed to form their separate corporation for public transport. i.e. Corporation allowed to transport at interstate level also state transport corporation buses was informed to carry / conduct postal service also. On 13th December, 1956 main head office of State Road Transport Corporation was established in Mumbai. On 26th June, 1957 Mumbai government was established Road Transport undertaking in order to control over public transport.

At the time of establishment of MSRTC on 1st July, 1961 position of
Public transport in Marathwada and Vidarbha are as –

**Table No. 3.1**
**State Transport in Marathwada**

<table>
<thead>
<tr>
<th>Total Divisions</th>
<th>1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total buses</td>
<td>314</td>
</tr>
<tr>
<td>Used routes in Km.</td>
<td>13298</td>
</tr>
<tr>
<td>Total employees</td>
<td>1491</td>
</tr>
<tr>
<td>Total investment Rs. Lakh</td>
<td>181.71</td>
</tr>
</tbody>
</table>

Source: Seraya R. G. 25 years of State Transport

Total 314 buses were running over 13298 km. with help of 1491 employees.

Total capital investment was 181.71 lakh.

**Table No. 3.2**
**Provincial Transport Service Nagpur**

<table>
<thead>
<tr>
<th>Total Divisions</th>
<th>1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total buses</td>
<td>324</td>
</tr>
<tr>
<td>Used routes in Km.</td>
<td>6376</td>
</tr>
<tr>
<td>Total employees</td>
<td>2270</td>
</tr>
<tr>
<td>Total investment Rs. Lakh</td>
<td>127.13</td>
</tr>
</tbody>
</table>

Source: Seraya R. G. 25 years of State Transport

Total 324 buses were running over 6376 km. with the help of 2270 employees. Total capital investment was 127.13 lakh. Position of MSRTC after merger of state transport Marathwada and provincials transport services as on 01.07.1961.
Table No. 3.3
MSRTC position as on 1 July, 1961

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Divisions</td>
<td>10</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total vehicles</td>
<td>2602</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Used routes in Km.</td>
<td>108019</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total employees</td>
<td>17896</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total investment of central and state government Rs. In Lakh</td>
<td>1099.29</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Corporation Total Wealth</td>
<td>1588</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Source: Seraya R. G. 25 years of State Transport

After merger of state transport and Marathwada Vidarbha Transport, total investment was 1099.29 lakh and total wealth was 1588 lakh.

The progress made by MSRTC in 1974, 1984, 1994, 2003 and 2010 are as follows:

Table No. 3.4
Progress made by MSRTC in 1973-74 to 2009-10

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Division</td>
<td>18</td>
<td>27</td>
<td>30</td>
<td>30</td>
<td>30</td>
</tr>
<tr>
<td>Regional office</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td>Number of vehicles</td>
<td>6884</td>
<td>12228</td>
<td>15488</td>
<td>16510</td>
<td>15950</td>
</tr>
<tr>
<td>Used routes (lakh km.)</td>
<td>4.41</td>
<td>9.80</td>
<td>11.73</td>
<td>14.08</td>
<td>12.48</td>
</tr>
<tr>
<td>Number of employees</td>
<td>48104</td>
<td>98242</td>
<td>111979</td>
<td>106735</td>
<td>101153</td>
</tr>
<tr>
<td>Investments of Central and State Government</td>
<td>21.29</td>
<td>121.28</td>
<td>175.09</td>
<td>194.07</td>
<td>1397.97</td>
</tr>
<tr>
<td>Total Wealth in Cr.</td>
<td>60.99</td>
<td>22.42</td>
<td>933.94</td>
<td>1707.57</td>
<td>2396.97</td>
</tr>
</tbody>
</table>

Source: Administration Report 1993-94 MSRTC Mumbai
Administration Report 2002-03 MSRTC Mumbai
Administration Report 2009-10 MSRTC Mumbai
3.3 ABOUT MSRTC

In 1976 the corporation adopted a four-tier system of organization setup like central office at Mumbai, six regional offices at Mumbai, Pune, Nashik, Aurangabad, Amravati, Nagpur. 30 divisional offices situated different districts and 247 depots are situated almost at every Tahsil places. Corporation was developed 578 bus stations and 3635 pickup sheds, 570 ST stands, 4277 bus stops, 16698 routes and 15368 buses and that too at lowest cost to its passengers throughout the year. MSRTC not only working in the area of providing transport facility to passengers but also it provides service of carriage of parcels, cargo, courier and allied material by using the carriage of buses. MSRTC also has 3 central workshops at Aurangabad (Chikalthana), Pune (Dapodi), and Nagpur (Hingna).

MSRTC runs one printing press at Kurla, Vidyavihar, and Mumbai for printing of tickets and other stationary. Now a day’s MSRTC has applied the computerization programmed is being implemented throughout the state by using Electronic Ticket Issuing Machine and Online Reservation System for ticketing purpose. The corporation would be able to plan its bus schedules more efficiently by implementing. This programmed, in addition to become more passengers friendly. Various safety measures are implemented by MSRTC to have safe journey by state transport services. The training provided to drivers for which induction as well as refresh training courses is regularly conducted in MSRTC depot.

Maharashtra is the second number of recruitment of women bus conductors and before Maharashtra, Government of Karnataka state was taken a step to give opportunities to the women bus conductors in 1948. The Road Transport Corporation of Maharashtra State (MSRTC) was influential in providing
opportunities to women across the entire state of Maharashtra. Since 2005 the MSRTC was started appointment of women bus conductor.

3.4 Objectives of MSRTC

The objectives of MSRTC is formed to provide proper co-ordinate transport services to the travelling public in the state or part of the state and any other area. These objectives of MSRTC according to Road Transport Corporation Act 1950, under section 18 are as follows:

1. The First and main objective of MSRTC is to provide different types of traffic services to the public.
2. MSRTC will establish bus stand, depots to organize day to day operations and maintenance of buses.
3. The maintenance of buses and major repair is carrying out in MSRTC own workshops.
4. MSRTC will employ technical staff for bus maintenance and drivers and conductors for operating buses.
5. MSRTC should provide training to their employees.
6. MSRTC will install tyre retreading plants.
7. MSRTC will install computerized reservation system.
8. MSRTC provide many welfare activities for their employees.
9. MSRTC will maintain huge inventories of spare parts to maintenance and repair needs.
10. MSRTC will activate research and development work to introduce latest technology in transport field.
3.5 Bus services of MSRTC

MSRTC provide different types of services to fulfill the needs passengers who live in different areas in the state. According needs of passengers the MSRTC provide long distance service, in night also provide. At present MSRTC is operating city bus services in 21 cities in the state. Any occasion and casual level bus service provided by MSRTC such as exhibition, excursion and marriage parties or in occasion like fair and festivals, yatras. It has made available better choice of bus services to passengers of MSRTC. Therefore an attempt is made to review the some services of MSRTC are as -

1. ‘Parivartan” –

The changed face of the ordinary red bus service is parivartan. Parivartan in Marathi means ‘change’. The buses consist of a 2*2 seating arrangement and offer better comfort service.

2. Asiad –

The Asiad is a non air-conditional, semi-luxury comfortable bus service. During the year 1982 Indira Gandhi was prime minister that time Asiad bus service was recognized, that time Asiad bus service offers world class comfort at the time. The Asiad livery was modified in 2010 with a shiny white paint and a purple color.

3. A.C. Bus Service –

The services were started in 1996. MSRTC operates A.C. bus services on many selected routes. The bus name is Shivneri is an Air-conditioned bus service.

4. Ordinary bus service –

It is a basic service provided by MSRTC to connect entire Maharashtra together. The buses are in red livery. The main object of this bus is to provided service not profit making.
5. **City Bus Service** –

It is an intercity service providing by MSRTC.

6. **Yatra Bus** –

MSRTC providing Yatra bus to visiting various festivities of Maharashtra.

7. **Tours and Packages** –

MSRTC provide important service in the tourist and religious places in India.

The tours and packages conducted by MSRTC are very reasonable and luxurious.

**Division office**
3.6 Introduction about Nanded Division

In 1976, the corporation adopted a four-tier system of organization accordingly, four regional office created to act a link between the central office and divisions, Central office at Mumbai, six regional and 30 divisional offices situated different districts place among these 30 divisional offices, Nanded divisional office is one of them. The Nanded divisional office was established in 14 December 1965. It is controlled only limited to Nanded division. It means under the Nanded district 16 talukas, 12 cities and 1611 villages. International road 94 k.m. national road 1273 k.m., main district road 2517 k.m. different district road 244 and the village road 4580 total 10780 k.m. will cover by Nanded division office under nine depots.
The Nanded divisional office is located at about centre place of Nanded city area at workshop. The building in which this office established is identified as “Maharashtra State Road Transport Corporation Divisional Office”. A divisional controller is head of this office. He has to control all aspects of related to Maharashtra State Road Transport Corporation Nanded division. Hence the Divisional Controller (DC) is the class one post and Divisional Personnel Officer (DPO), Divisional Traffic Officer (DTO) and Labor Officer (LO) are class II post, which also is working with Divisional Controller. In Nanded divisional work shop established 28 October 1971, Tyre Retreading Plants (TRP) is established 15/08/1975. In Nanded Division there are nine depots under divisional office. In Nanded, Nanded depots are formed and there is also another 8 depots in Nanded district these are as:

Table No. 3.5

<table>
<thead>
<tr>
<th>Year wise opened depot in Nanded division</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SR. NO.</strong></td>
</tr>
<tr>
<td>1</td>
</tr>
<tr>
<td>2</td>
</tr>
<tr>
<td>3</td>
</tr>
<tr>
<td>4</td>
</tr>
<tr>
<td>5</td>
</tr>
<tr>
<td>6</td>
</tr>
<tr>
<td>7</td>
</tr>
<tr>
<td>8</td>
</tr>
<tr>
<td>9</td>
</tr>
</tbody>
</table>

Source: Office record in Traffic Section Nanded Division.
When there is no depot place there is Traffic Central point to control the bus service. In depots, the Depot Manager (DM) is the in charge of whole depot. There are two sections in depot one is Traffic and another one is Mechanical Engineer depot is the operating unit where buses are maintained and repaired and operated.

At the divisional level divisional controller and divisional traffic officer performs duties and responsibilities under the control and directives of regional and central office and the depot level. Depot managers execute the traffic operations under the supervision and control of the divisional authorities. Hence the divisional office of Nanded has different sections such as some are Traffic, Mechanical, Security, Accounts, Stores, Workshop, Civil, Statistics, TRP etc. These all department are under control of divisional controller and for the mechanical section are technical matters. There is mechanical staff is also in workshop.

3.7 Nanded Divisions Position

1. Staff Position :
   Total staff of Nanded division was 3211 as on 31st Jan, 2014.

2. Number of Depot :
   The Nanded division of MSRTC has 9 (nine) depot from where the bus operates and is properly maintained there are as under Nanded, Kinwat, Degloor, Bhokar, Mukhed, Kandhar, Hadgaon, Biloli, Mahur.

3. Number of Buses :
   500 buses in the Nanded division are and 30 buses were reserve for emergency as per the office record.

4. Number of Bus Stations :
   The Nanded division 21 bus stations are situated.
5. **Number of Routs being operated**:

The Nanded division are 410 routs spread in the entire district and has carried approximately 1,00,000 passenger per year.

6. **Training Centre**:

The Nanded division provides training to drivers in some case. The division also sends its staff to the Central Institute of Road Transport, Bhosari, and Pune for short term courses.

### 3.8 Problems of MSRTC

1. MSRTC facing today’s competition, i.e. MSRTC operates along 100% nationalized routes in Maharashtra state faces competition from private bus.

2. MSRTC provides buses to all parts in Maharashtra state, so their scope is restricted towards that city only.

3. According to daily newspaper ‘Lokmat’ in Marathi edition dated 30 January 2012, P. 6 the allowances of ST employees not yet increased. Including ST driver and conductor have are 97000 employees. If it is decided to pay overtime, they required to work for 12 hours period, in excess of 6 hours, is taken as overtime. This rule is nothing but unjust with employees. There is question that how and why such criteria are decided for ST employees. In 21\textsuperscript{st} Century prices of various commodities are increased tremendously but no change in allowances of ST employees.

4. Maharashtra State Road Transport Corporation appoint lady conductor for long route. There is no availability of rest rooms at many of ST stations. So the lady conductors are facing number of problems.

5. Class 3 conductor, driver, technical servants are facing lower salary problem.
6. There is a less supply of employee; due to this MSRTC could not maintain adequacy of the services.

7. The MSRTC have limited number of buses and now a day demand of buses service is increase, so MSRTC need to provide new additional buses, to meet the rising traffic demand in the Maharashtra state.

8. MSRTC is the biggest one in public sector transport in the Maharashtra state.
   It is observed that there is the lack of empowerment and lack of positive motivation to employees.

9. The people who appointed as a board members in MSRTC they interfere the functioning and day to day matters in MSRTC, which affect the working of the MSRTC, but there is need to operate as per RTC act and government direction.

10. The MSRTC are facing one important problem that is bus service operations get affected by the lack of good roads.

11. The MSRTC employees are required to provided satisfied welfare facilities; it is one of the problems faced by MSRTC. The MSRTC is facing the lack of severe resources such as shortage of funds, spare parts and other materials for day to day operation.

3.9 Organization structure:

As per the Road Transport Corporation Act., 1950 the state government has wide power for controlling affairs of the corporation. Therefore the corporation had introduced three-tier system and later on switched to four-tier system. The first three consists of board of directors, chairman, vice chairman and managing directors. The second tier consists the regional manager and his groups such as executive engineer, regional statistics, research development, controller etc. the third tier consist the
divisional controller and his subordinated such as divisional statistics department, labor officer etc. From these four-tier systems Nanded division is structure as third-tier and four-tier system.

The divisional controller and subordinates are control all the Nanded division at entire district. The fourth-tier system is the depot and depot manager all entire transport operations take place. The depot manager is under the control of divisional controller. Each division is under a divisional controller who is a class I officer. The Nanded division is the following departments:

1. Administration
2. Traffic
3. Accounts
4. Statistics
5. Mechanical / Engineering Civil.
6. Stores
7. Security
8. Central Workshop

The all department are control by divisional controller. After that account section is under the control of account officer, divisional auditor and divisional statistician. The workshop is a technical side of the division is looked by the mechanical engineer and there superintendent. The repairs of the buses are carried out at the divisional workshop or to depot level at the depot workshop.

1. Divisional level chart
2. Depot level chart
Chart No. 3.1

Organization Structure of Nanded Depot

Depot Manager

AWS

ATS

Account

Head Artisan Mechanic

Traffic Inspector

Sr. Clerk

Artisan A

Assist Traffic Inspector

Jr. Clerk

Assist Artisan

Traffic Controller

Peon

Assistant (ITI)

Drivers

Conductors

Source: Primary data
Divisional Chart

Divisional Control

(Unit Head)

Mech. Engineer (Opr.) (CL.I.)

(DTO)

Dy. M.E.(CL II SY.)

Dy. Superintendent (Tyre)

Security & Vigilance Officer

DPO

LO

DE (CIVIL)

DAO

DTO

Dis

AME

DSO

Security Inspector

E. S.

DA

ATS (O)

Sr. Foreman

Sr. Store Supervisor

Sr. Foreman

Watch & Ward

Sr. Clerks

Accounts

TIS

SKS

Chargman

Inspector

Security Staff

Jr. Clerks

Sr. Clerk

ATI

Jr. Clerk

Sr. Clerk

Jr. Clerk

Source: Primary data
3.10 Objectives of Nanded Division

To provide different types of traffic services to the public.

1. Numbers of drivers and conductors for operating buses.
2. Technical staff for the maintenance of bus.
3. Bus repairs and maintenance are carrying out own workshops in Nanded division.
4. Provide training to required staff and give good service of passengers.
5. Computerized reservation system provide to passengers.

3.11 Services of MSRTC Nanded Division

1. Ordinary:

The main motto of MSRTC is to provide service to their people. It is a basic service provided by MSRTC. The buses are in red color.

2. City Bus Service:

The MSRTC Nanded depot is providing city bus service to people. The service is meant to connect entire Nanded districts together. This includes smallest of towns irrespective of the road or revenue condition. The main aim to provide service and not profit.

3. Yatra (Festivity Services):

The MSRTC Nanded depot provides special services on the occasions of fair and festivals.
3.12 General information about Nanded district

3.12.1 Introduction

Nanded is one of the historical places in Marathwada region of Maharashtra state. Nanded district lies in the eastern portion of Maharashtra region which corresponds to Aurangabad division of Maharashtra. It is located in the south eastern part of Maharashtra. Nanded district is bounded by Andhra Pradesh on the east. Bidar district is Karnataka on the south side and from west side Parbhani and Latur districts of Marathwada and Yavatmal district of Maharashtra Vidarbha region on the north. And due to this the influence of Andhra, Karnataka and Vidarbha can be seen on the language, behavior of the people of Nanded city.

Nanded city is situated on the banks of river Godavari. The name Nanded is derived from its Sanskrit name Nanditat. In ancient period the district was included in Vidarbha region along with modern district of Amravati, Akola, Buldhana, Yavatmal and Parbhani from the excavations in the neighboring district of Ahamednagar. It is suggested that Nanded region was also inhabited in the early stone age with subsequent migrations. It comes under the rule of Chalukyas, Rashtra Kutas, Kakatiyas and Yadavas. It became the fief ore of Malik Kafur and then was annexed by the Bahamani Sultans. After the collapse of the Bahamani sultanate the region came under the rule of the Moghals.

In the year 1975 it become part of the Nizam’s state and continued to be so till liberation of Hyderabad state and its merger with the Indian union consequent on the infraction of the erstwhile Hyderabad State. Two new Mahal were created on at Mukhed and other at Bhokar. In 1956 the district of Nanded
was transferred from Hyderabad state to Bombay state. The district forms a part of Maharashtra state since 1 May 1960. Nanded is the second holiest seat of Pilgrimage next to Amritsar.

A part from the main Gurudwara popularly known as “Shri Huzur Sahib Abchalanagar Sachkhand Gurudwara”, delicates to the sacred memory of the tenth and last Guru (Dashmesh) Shri Guru Gobind Singhji Maharaj. The Gurudwara is very beautiful and picturesque structure with marble and golden plating. The two storey building of the Takhat Sahib proper standing on a high base has a small square room on the second floor bearing the gilded ribbed dome topped with a tall gilded Pinnate and umbrella shaped finial. There are quite a few other Gurudwara within a radius of 20 k.m. From the city equally revered. It was Shri Guru Gobind Singh Maharaj who had ordained that, Shri ‘Guru Granth Sahib’ is to be followed and revered by all these embracing Sikhism was the only Guru after his demise. The Sikhs also celebrate festivals like Baisakhi, Raksha Bandhan, Diwali and Lohiri.
In Nanded district the ancient temples of lord Dattatreya and Renuka Devi at Mahur in Kinwat Taluka. At the time of Navratri festival – Dasera period, around 5-6 lakh pilgrims visit Mahurgadh.

Mahurgadh
The temple of lord Kandhoba at Malegaon in Loha Taluka and a place named after Shri Chakradhar Swamy, the founder of Mahanubav culture. In Malegaon a big fair is organized in December. The fair displays animal market. Which attracts tourist from different part of country, the animals like horses, asses, camels are exhibited in large numbers.

**Malegaon Yatra**

Kandhar Fort is one of historical fort in Nanded district. It is situated in the heart of Kandhar town. Encoding the fort is a ditch filled with water. It construction is attributed to the Tashtrakata king Krishna III of Malkhed who styled himself as Kandharparadhi Swar.
The Nanded city is the birth place of acknowledged Sanskrit servants like women pandit, Vishnu panth and Raghunath sesha. There is also University named as “Swami Ramanand Teerth Marathwada University” is established in September 1994. Near the University at Vishnupuri Asia’s largest lift irrigation project across the river, Godavari. The Nanded district and the city is well served by road and rail communications facilities. Through major industries are not located in the district. There are several small and medium scale industrial units. There are six co-operative sugar factories in the district.
3.12.2 Nanded District

1. **Soil** – The Nanded has black cotton soil which is highly fertile. The soil contents of calcium, magnesium and carbonates and the soil lacks contents of Nitrogen, Phosphates potash and also hums. The high quality of black soil is on the bank of river Godavari and also on the bank of rivers Manjra and Manyad in Biloli Tahsil. Degloor has high quality of black soil and in half parts law quality soil in Kinwat Tahsil poor quality soil. In Hadgaon Tahsil 75% soil is highly fertile because Hadgaon on the banks of Penganga river. In test of the Tahsil i.e. Bhokar and Kinwat (expect soil near the hills) the soil is black and
superior. Due to less rainfall last few years the water table has gone down and it ranges between 18 feet to 399 feet.

2. River - Nanded city situated on the Northern bank of the river Godavari. So the most important river of the district is Godavari. Godavari River enters from western part of the district and flow from middle part of the district towards eastern part and finally enters in Nizamabad district of Andhra Pradesh state. The important rivers of the district are Manjra, Manyad, Saraswati, Penganga, Sita and Lendi. In which Manyad flows in Kandhar Tahsil from west to east and makes natural border of the Mukhed and Degloor blocks with Biloli block.

The river “Asna” flowing to eastern side meets to “Godavari” river at 5 km. from Nanded City on the left bank. The river “Saraswati” flow north-west to eastern part of the district and finally meets to river “Godavari” at village Malkautha. The “Lendi” river flows in Degloor Tahsil from west to east and finally meets to river “Manjra” by changing route in the Tahsil. The Penganga river makes north border of the district and flows from eastern side and finally meets river “Wardha” in Yeotmal district. The smallest tributary is river “Sita” which meets river “Godavari” from north side.
Climate and Rainfall –

The year is divided in three parts. There is rainfall from June to September with warm winds. From October to February there is dry air and climate is cold. During October the day are hot from evening, the climate is warm. From November to January there are intermittent rains and also cold waves. The climate gets hotter up from middle of March to May with dryness.
1. **Forest –**

   The highest forest area is Kinwat Tahsil which is 66.48% in Bhokar Tahsil is 15.385%, Hadgaon Tahsil 7.53%, Nanded Tahsil 3.28%, Kandhar Tahsil 1.85%, Biloli Tahsil 1.62%, Degloor 8.93% and Loha Tahsil 8.35%. The total forest area of the district is 86.338 hectares, which comes to 8.38% of the total geographical area, quite lower than 17.56%. Forest area of Maharashtra state. It is therefore necessary to increase forest area. The forest in the district given reasonable income to the state government by auction sale of Teakwood.

2. **Electricity and Supply –**

   The Maharashtra State Electricity Board is supplier of electricity in the Nanded district. Due to no electricity project in the district so the board can supply. All the villages in the district have been electrified and increasing demand for electricity for agriculture in villages in the end of March 2004, T2, 313 electric motor pump sets have been installed. The electricity in supplied to pump sets as per waiting list.

3. **Mines –**

   The mineral available are of poor quality. The district has no potential source of any important mineral. Feldspar used in ceramics in found in the Biloli block. Lime stone and clay used for tiles is found in Kinwat block.

4. **Population –**

   As per the census 2001 the population of Nanded district is 28, 68,158. In 1991 Census total population of the district was 23, 30,374. Rural population of the district 18, 24,234, urban population is 5, 06,140. The growth of population in district is as:
Table No. 3.6
Population growth in Nanded District
(1951 – 2011)

<table>
<thead>
<tr>
<th>Sr. No.</th>
<th>Census Year</th>
<th>Total</th>
<th>Rural</th>
<th>Urban</th>
<th>Sex Ratio 1000</th>
<th>Density Sq. km</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1951</td>
<td>864</td>
<td>745</td>
<td>138</td>
<td>980</td>
<td>86</td>
</tr>
<tr>
<td>2</td>
<td>1961</td>
<td>1080</td>
<td>924</td>
<td>156</td>
<td>971</td>
<td>104</td>
</tr>
<tr>
<td>3</td>
<td>1971</td>
<td>1398</td>
<td>1171</td>
<td>228</td>
<td>955</td>
<td>132</td>
</tr>
<tr>
<td>4</td>
<td>1981</td>
<td>1749</td>
<td>1421</td>
<td>328</td>
<td>964</td>
<td>107</td>
</tr>
<tr>
<td>5</td>
<td>1991</td>
<td>2330</td>
<td>1824</td>
<td>506</td>
<td>945</td>
<td>222</td>
</tr>
<tr>
<td>6</td>
<td>2001</td>
<td>2868</td>
<td>2179</td>
<td>6887</td>
<td>943</td>
<td>NA</td>
</tr>
<tr>
<td>7</td>
<td>2011</td>
<td>3356</td>
<td>2442</td>
<td>913</td>
<td>937</td>
<td>NA</td>
</tr>
</tbody>
</table>

Source: District Socio – Economic Statistic Survey 2011

5. Transport and Communication –

The transport and communication play important role economic development. The state and communication network creating an integrated national market. There are different way of transport such as road transport, railway, water and air transport.

The transport services of the state serve with help of economy, than the agriculture and industry constitute the body and bone of transport services. The road network consists of National Highways, State Highways, major district roads, other district roads and village roads. The details of road length by different types of road ways of the state and district are shown in the following table:
Table No. 3.7

Road lengths by type of road in the state and district (km)

<table>
<thead>
<tr>
<th>Particulars</th>
<th>Maharashtra</th>
<th>Nanded</th>
</tr>
</thead>
<tbody>
<tr>
<td>National Highway</td>
<td>2959</td>
<td>3688</td>
</tr>
<tr>
<td>State Highway</td>
<td>30975</td>
<td>33212</td>
</tr>
<tr>
<td>Major District Road</td>
<td>38936</td>
<td>46751</td>
</tr>
<tr>
<td>Other District Road</td>
<td>38573</td>
<td>43696</td>
</tr>
<tr>
<td>Village Road</td>
<td>61522</td>
<td>89599</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>172965</td>
<td>216946</td>
</tr>
</tbody>
</table>

Source: Economy of Maharashtra 2010-11
The State Transport and Communication Department have provided 1, 72,965 km under different types of roadways during the year 1990-91. It was increased in all types of roadways 2, 40,040 km during the year 2009-10. This is about Maharashtra State Road Transport.

The Nanded district is able to provide 10708 km under different types of roadways during the 2007-08 year. It was increased in all types of roadways 9058 k.m during the year 2009-10. In road network consists of National Highways, State Highways, major district roads, other district roads and village
roads. The state level road development works in carried out by the public work development (PWD) of the state government, Zillah Parishad (ZP), Municipal Corporations, Nagar Panchayats (NP), Containment Boards (CB), Maharashtra State Road Development Corporation (MSRDC), Forest Department, Maharashtra Industrial Development Corporation (MIDC) and city and Industrial Development Corporation (CIDCO). The district level road development works is carried out by PWD and ZP and the road length maintained by other government department and local bodies.