

BASIC NEEDS PLANNING

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FULFILMENT OF SOCIAL NEED THROUGH TRANSPORT AN EVALUTION OF PTC MADRAS

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Transport plays dominant role not only in the economic and political spheres but also in the social sphere where it has considerably influenced the lives of the people. Effective transportation helps to solve the problems such as housing, scarcity of goods, lack of education, health, water and sanitation etc. From the point of view of transportation public transport undertakings provide cheap and efficient transport service and satisfy the public requirements. In India Public-sector undertakings are being operated by various State Governments, Municipal undertakings and other Government bodies.

The present paper takes up the services of a public transport undertaking namely PTC Madras, for a close scrutiny considering both the commercial and social objectives, for which it has been established. There are two objectives specified in the road transport corporations Act 1950 (a) social objectives such as provisions of efficient economic and frequent service and (b) commercial objectives i. e., earning reasonable profit.

PTC is a pioneering Public Transport Corporation in India which provides city services in Madras. Moreover, Madras is the third biggest Metropolitan city in India which has above 70 lakhs population where in the

PTC while the balance 17 per cent depends other modes including railway.

Criteria of Social need fulfilment

The Social need fulfilment be spelt out as provision of frequent, reliable service, operation of buses in uneconomic routes, economic service and concessions Travel. To operationalise, this, there are seven determinants which are: Rate of accidents, Number of breakdowns, Number of passenger eligible for concessions, and level of schedule cancellat. It may be noted here that the criteria laid down, to be comprehensive, should take into account the view of operator, users (passengers) and Government. The present paper has been prepared from the perspective of the operator. Provision of economic service is the main aim of objectives establishing public transport undertaking so as to protect the interest of people of India where majority are living below poverty line.

Satyanatayana Rao analysed that the quality of service can be measured either with reference to the punctuality or with reference to the optimum service index. Punctuality of buses would be affected due to accident or due to breakdowns,

Arora suggested that the smaller number of breakdowns and accidents ensure improve of comfort to the passenger.

Economic Service:

Revenue realised from transportation of passenger is the main sources of income to the undertaking. Revenue collected in terms of sale of tickets, charges for luggage, reservation etc. to provide efficient service. There are

different costs which have to be met out of the revenue. Mashaksh Chand⁷ emphasised that economic service is a service which is provided after meeting its operating cost and STU would raise its price to cover its increased cost of operation. Therefore, economic service means revenue being equal to cost. It is reasonable to compare cost per K.M. with revenue per K.M.

Frequency of Service:

This refers to the number of times during an hour, a day, a year or other period that movement units are available or are expected to be available. Higher frequency of service makes the people not to wait for longer time to get the service at bus stops. Otherwise, the people may prefer other public modes such as auto-ricksha, cars etc. Frequency can be expressed with the help of actual trips per day with total routes.

Data indicate that the rate of accident has remained stable at an average 3.22. Over the years the frequency of accident has not reduced to any significant extent. It may be attributed to inefficient driving, bad conditions and with of roads, violation of traffic rules on the part of the people and drivers and environmental factors.

The rate of breakdowns appears to be high in 83-84 i. e. 12.06 and this high rate of breakdowns may be result of high percentage of old age buses, (bad conditions of road, bad maintenance of vehicles etc. The rate of breakdown is showing declining trend, which denotes achieving a better level of service over the years because of efficient management of the corporation.

The schedule cancellation has been the least in 1984-85 (2.2 per cent) whereas in all the other years, it

has been substantial ranging from 3.7 per cent to 5.00 per cent. It suggests an improper planning and inefficient control on the part of the management. The percentage of passengers availing themselves of concessions has remained stable on an average of 0.31.

In all the years the cost of operation per K.M. is more than the revenue per K.M. The percentage of cost was very high during 83-84 i.e. 118.4 and this high percentage of cost was mainly due to inefficient control over cost and inadequate fare. It can be understood from the percentage of 84-85, i. e., 100.5 which is just equal to cost. In the remaining period the cost of operation is found to increase year by year. The rate of frequency in all the years has not increased considerably.

During the first year the percentage of uneconomic routes is 14.6 per cent which increased to 97 per cent. The increasing trend in all the years shows the extent to which the corporation is discharging its social responsibilities.

Conclusion

Since the level of service is not satisfactory, the corporation should analyse the reasons and take necessary steps to increase the level of service so that the large population of Madras could benefit much better. Moreover, the objectives of the corporation with which it has been established could be fulfilled which will go long way in meeting of the social needs of people.

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MAN POWER PLANNING IN INDIA

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Man power planning in general and the generation of employment opportunities for both men and women in rural and urban areas are vital in Indian economy in the present context.

The labour force is expected to increase by 34 million during the VIII plan Period. The total number of people requiring employment would be 60 million during 1990-95 and 94 million over the decade ending 1995-2000, If the backing is estimated over the NSS figures, the number of unemployed during 1990-97 would be 63 million and 97 million during the whole decade (1990-2000)

The non-utilisation of man power fully has been taking place gradually from the I plan period. Growth of employment in India has not kept pace with the growth in her labour force. It is estimated to have grown at 1.55 percent per annum during 1972-73 to 1987-88 especially in the organised sector. The rate decreased from 2.55 per cent during 1975-81 to 1.73 per cent during 1981-87.

The major reasons for the slow growth rate of employment in public sector and the negative growth rate of employment in the private sectors are industrial growth has not been uniform in all the sectors of the industry. There has been a steep increase in the production of television sets, computers and automobiles in the