



ECONOMIC DEVELOPMENT THROUGH TRANSPORTATION -with special reference to NEKRTC, Gulbarga District

Dr. Karigoleshwar

Asst. professor of Commerce, Govt. Fisrt Grade College Jewargi, Karnataka State.

ABSTRACT

Economic development and transportation are the two important peripherals and having a mutual relation in between but transportation is one of the important sectors but it has not been developed equally in all the regions in the country. H.K. region is one of the different region in Karnataka when compare with all the regions road transportation is having its own importance compare to other transportation in this region and because of this reason agriculture, industry, and other sectors are not developing in this region for this purpose it has become inevitable to study the strength and weakness of NEKRTC and finding solution for investigating the problems and also to mode this purpose only this topic has been selected for the study.



As discussed above, the transportation system in Hyderabad-Karnataka region is facing many of the problems and difficulties such as poor and congested roads old and outdated bus engines, lack of control on traffic, negligent people to violate traffic, more vehicles on the road, lack etc. in spite of such problems, NEKRTC is providing better service to the public. Hence the present study is planned to explore the problems and challenges of the NEKRTC to serve the public better and the study is conceived under the title "Transport and Economic Development of H.K. Region with special reference to NEKRTC, Gulbarga District.

KEYWORDS: HK-Hyderabad-Karnataka, NEKRTC-North East Karnataka Road Transport Corporation, GDP-Gross Domestic Product.

INTRODUCTION

One of the key factors that play a pivotal role in a region's economic growth is the presence of a reliable and efficient transportation system, this is mainly due to the fact that a well developed transportation system provides adequate access to the region which in turn is a necessary condition for the efficient operation of manufacturing, retail, labour and housing markets. Transportation is a critical factor in the economic growth and development. It is a wealth creating industry on its own inadequate transportation limits a nation's ability to utilize its natural resources, distributes foods and other finished goods; integrate the manufacturing and agriculture sectors and supply education, medical and other infrastructural facilities. There is the need therefore to maintain and improve the existing transportation and build new infrastructures for a national wealth. The national wealth is the growth domestic products (GDP) which is an indicator or measures of the rate of economic growth.

Growth in productivity is the fundamental driving force for economic growth Productivity growth in freight transportation has long been a driving force for the growth of U.S. overall productivity and contributed directly to the growth of the U.S. GDP. For example, from 1991 to 2000 labor productivity rose 21 percent in the overall non-farm business sector' During the same time period, labor productivity rose 53 percent for rail, 23 percent for trucking, and 143 percent for pipeline. All three of these modes are primarily

engaged in freight transportation. Such productivity gains result in lower transportation costs and lower prices for consumers. This brings savings to consumers and reduces business costs.

REVIEW OF LITERATURE:

Wilfred Owen (1987)⁰¹ explained the role of transportation in the development of world civilization and suggested the need of transportation in the overall development of economy. **Kaushik Deb (2000)**⁰² reviews policy development in transport sector, and writes about liberalization which according to him led to the state withdrawing gradually from several infrastructure sectors, which has boosted the importance of private investment in infrastructure development.

K. C. Pant (2001)⁰³ focuses his attention on the development of road sector and stressed begin with quality. Road development is expensive but it has many benefits in conserving the future resources. According to pant the poor financial conditions of the SEB was a major constraint in achieving financial closures. **Dr. N. K. Bishnoi, Ms. Sujata (2010)**⁰⁴ in their paper examined that, the total factor productivity was decreasing from 1988-89 to 1992-93 that shows many fluctuations till 2006-07. The productivity of HSRTC has declined by around (-) 6 percent over the sample period. The paper has attempted to analyze the TFP (Total Factor Productivity), TPP (Total Price Performance) and Economic Profitability (Financial Performance).

Snežana Tadić, Slobodan Zečević (2012)⁰⁵ opined that the freight transport and logistics play a key role in economic and social terms by ensuring the competitiveness, economic growth and employment. The paper presents the recommendations and measures for the further development of intermodal transport and logistics in Serbia. **Ristić Nikola, Lukić Bogdan, Filipović Dejan, Šećerov Velimir (2013)**⁰⁶ stated that, developed transport network is a precondition for economic and tourism development of areas and largely follows and allows the development of human activities. If it is developing without plan, spontaneous and without coordination it may be a limit to the overall development.

STATEMENT OF THE PROBLEM:

From the above studies of both national and international level, it is quite clear that transportation is the key for the overall development of a nation. But the regional based studies have been not conduct much. In this regard the researcher thought to throw light on this aspect. Hence the title "Transport and Economic Development of H.K. Region with special reference to NEKRTC", Gulbarga District has been chosen for the study.

OBJECTIVES OF THE STUDY:

- 1) To know the importance of Transportation with reference to socio-economic development.
- 2) To identify the employment opportunities and competitive environment with growth of transportation.
- 3) To know the growth of industries and production due to the transportation development.
- 4) To offer the valuable suggestions.

HYPOTHESES:

Following are the hypotheses for the present study.

- 1) There is no relation in between road transport and economic development of a country.
- 2) There is no relation in between vital linkage of Transport system and production and consumption.
- 3) There is no relation between road transport and employment opportunities in India.
- 4) There is no relation in between road transport and economic efficiency of resources.
- 5) There is no relation in between Road transport and competitive environment.
- 6) There is no relation in between Road transport and promotion of Industrialization.

RESEARCH METHODOLOGY:

The study is based on both primary and secondary data. Survey method has been used to collect the primary data from the respondents. The interview schedule has designed and structured keeping in view the prime objectives of the present study. The secondary data have been gathered from books, journals, articles and internet. One tail T-Test tool has been used with the help of SPSS for analyzing the data.

SAMPLING TECHNIQUE:

It is noted that hundreds of buses are providing transportation services to this population and thousands of passengers are travelling through NEKRTC buses. It is impossible to survey all the passengers to collect the primary data. Hence, the present study is made on the basis of sample survey. That is the researcher planned for a sample survey of 400 passengers travelling in different Talukas of Gulbarga District. The selection of sample units had made as under.

Table No. 1 Selection of Sample Units

Name of Taluka	Number of Passengers from Urban Areas	Number of Passengers from Rural Areas	Total Sample Units
Afzalpur	20	30	50
Aland	20	30	50
Chincholi	20	30	50
Chittapur	20	30	50
Jewargi	20	30	50
Gulbarga	40	60	100
Sedam	20	30	50
Total	160	240	400

From each taluka 50 respondents which includes 20 from local taluka and 30 from rural areas of taluka. Gulbarga Taluka is biggest taluka in the district and hence, it is planned to interview 100 passengers from Gulbarga Taluka. It is also decided to consider the occupation of the respondents as main criteria that is at least 20% of the respondents should be selected from each of the professions of agriculture, industry/business, organized sector employment, unorganized sector employment and unemployed people including students.

Results and Discussions:**Table 2 Road Transport system is a catalyst of the Socio-economic development:**

H0. There is no relation in between road transport and Socio-economic development of a country

H1. There is relation in between road transport and Socio-economic development of a country

Catalyst of the Socio-economic development	No. Of Respondents		Total	Percentage
	Urban	Rural		
Agree	82	94	176	44
Neutral	34	104	138	34
Disagree	44	42	86	22
Total	160	240	400	100

One-Sample Test

Socio-Economic Development	Test Value = 0					
	t	df	Sig. (2-tailed)	Mean Difference	95% Confidence Interval of the Difference	
					Lower	Upper
	45.607	399	.000	1.775	1.70	1.85

Table-2 crystallizes about respondents’ responses about transport system is a catalyst of the Socio-economic development. It is clear from the above tables that, the calculated value of the one tail T-test is 45.607 at 399 degree of freedom and the level of significance is 0.000 which is below the standard level of significance i.e. 0.05. So the null hypothesis has been rejected accordingly the alternative hypothesis has been accepted. Perhaps it may be right that the transport system is a catalyst of the Socio-economic development. At last the inference may be given that transport system is a catalyst of the Socio-economic development no doubt but it has to be improved lot to make it fruitful to the people.

Table 3 Transport system provides the vital linkage between production and consumption:

H0. There is no relation in between vital linkage of Transport system and production and consumption

H1. There no relation in between vital linkage of Transport system and production and consumption

Vital linkage between production And consumption.	No. Of Respondents		Total	Percentage
	Urban	Rural		
Agree	94	173	267	67
Neutral	52	57	109	27
Disagree	14	10	24	06
Total	160	240	400	100

One-Sample Test

Linkage	Test Value = 0					
	t	df	Sig. (2-tailed)	Mean Difference	95% Confidence Interval of the Difference	
					Lower	Upper
	46.459	399	.000	1.392	1.33	1.45

Table-3 expresses opinion of respondents about transport system provides the vital linkage between production and consumption. It is clear from the above tables that, the calculated value of the one tail T-test is 46.459 at 399 degree of freedom and the level of significance is 0.000 which is below the standard level of significance i.e. 0.05. So the null hypothesis has been rejected accordingly the alternative hypothesis has been accepted. It may be inferred in this way that that transport system provides the vital linkage between production and consumption no doubt but it has to be improved lot to make it fruitful to the people.

Table 4 Transport provides large employment opportunities:

H0. There is no relation between road transport and employment opportunities in India

H1. There no relation between road transport and employment opportunities in India

Large employment opportunities	No. Of Respondents		Total	Percentage
	Urban	Rural		
Agree	74	124	198	50
Neutral	51	69	120	30
Disagree	35	47	82	20
Total	160	240	400	100

One-Sample Test

Employment Opportunities	Test Value = 0					
	t	df	Sig. (2-tailed)	Mean Difference	95% Confidence Interval of the Difference	
					Lower	Upper
	43.524	399	.000	1.710	1.63	1.79

Table-4 shows opinion of respondents about transport provides large employment opportunities. It is clear from the above tables that, the calculated value of the one tail T-test is 43.524 at 399 degree of freedom and the level of significance is 0.000 which is below the standard level of significance i.e. 0.05. So the null hypothesis has been rejected accordingly the alternative hypothesis has been accepted. Ultimately the conclusion can be drawn that transport provides large employment opportunities to the huge populated country like India, but it has to be molded lot to make it fruitful.

Table 5 Transport increases the economic efficiency of resources:

H0. There is no relation in between road transport and economic efficiency of resources

H1. There is no relation in between road transport and economic efficiency of resources

Economic efficiency of resources	No. Of Respondents		Total	Percentage
	Urban	Rural		
Agree	102	180	282	70
Neutral	44	43	87	22
Disagree	14	17	31	08
Total	160	240	400	100

One-Sample Test

Economic Efficiency	Test Value = 0					
	t	df	Sig. (2-tailed)	Mean Difference	95% Confidence Interval of the Difference	
					Lower	Upper
	43.971	399	.000	1.372	1.31	1.43

Table-5 summarizes opinion of respondents about transport increases the economic efficiency of resources. It is clear from the above tables that, the calculated value of the one tail T-test is 43.971 at 399 degree of freedom and the level of significance is 0.000 which is below the standard level of significance i.e. 0.05. So the null hypothesis has been rejected accordingly the alternative hypothesis has been accepted. In toto the inference may be drawn that transport increases the economic efficiency of resources of a country, but the required modifications are to be made in the basic infrastructure of road transport sector.

Table 6 Transport creates competitive environment:

H0. There is no relation in between Road transport and competitive environment

H1. There is relation in between Road transport and competitive environment

Competitive environment	No. Of Respondents		Total	Percentage
	Urban	Rural		
Agree	94	173	267	67
Neutral	52	57	109	27
Disagree	14	10	24	06
Total	160	240	400	100

One-Sample Test

Competitive	Test Value = 0					
	t	df	Sig. (2-tailed)	Mean Difference	95% Confidence Interval of the Difference	
					Lower	Upper
	46.459	399	.000	1.392	1.33	1.45

Table-6 reveals opinion of respondents about transport creates competitive environment. It is clear from the above tables that, the calculated value of the one tail T-test is 46.459 at 399 degree of freedom and the level of significance is 0.000 which is below the standard level of significance i.e. 0.05. So the null hypothesis has been rejected accordingly the alternative hypothesis has been accepted. It is clear from the above information that no doubt transport creates competitive environment but it has to be molded lot to make it fruitful.

Table 7 Transport promotes industrialization:

H0. There is no relation in between Road transport and promotion of Industrialization

H1. There is relation in between Road transport and promotion of Industrialization

Promotes industrialization	No. Of Respondents		Total	Percentage
	Urban	Rural		
Agree	82	115	197	49
Neutral	64	97	161	40
Disagree	14	28	42	11

Total	160	240	400	100
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One-Sample Test

Industrialization	Test Value = 0					
	t	df	Sig. (2-tailed)	Mean Difference	95% Confidence Interval of the Difference	
					Lower	Upper
	48.324	399	.000	1.610	1.54	1.68

Table-7 exhibits respondents’ response about transport promotes industrialization. It is clear from the above tables that, the calculated value of the one tail T-test is 48.324 at 399 degree of freedom and the level of significance is 0.000 which is below the standard level of significance i.e. 0.05. So the null hypothesis has been rejected accordingly the alternative hypothesis has been accepted. At last the inference can be given that **transport promotes** industrialization no doubt but it has to be improved lot to make it fruitful to the people and industries.

CONCLUSION:

Transportation is the key factor for the economic development of a country. Transportation providing plenty amount of employment opportunities. It is also helpful for the vital linkage of production and consumption. Transportation will become an important avenue for the optimal utilization resources which leads to the economic efficiency. It also helps in discovery of new market, create an competitive environment in the market and promotes for the Industrialization. So in this regard government has already taken many measures but still the overall development of the transportation system in India has to be improved lot which will be a greater opportunity to strengthen the economy of a nation.

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