

Road Transport in Tamilnadu

¹Ms. K. Neela Pushpam, ¹Dr. S. Palanichamy,

¹Asst. prof. of History, S.F.R. College for Women, Sivakasi,
²Associate & Head, Department of History VHNSN College, Virudhunagar.

ABSTRACT: *Tamil Nadu is a large state with a high level of urbanization. Transport linkages play an important role in the development of the State. Road transport industry is employment intensive as every one lakh rupees invested in road transport, generated employment to 9.26 and 16.95 persons for buses and trucks respectively. The Tamil Nadu State Transport Corporation (TNSTC) is the public transport bus operator of Tamil Nadu. It operates buses along intra and interstate bus routes, as well as city routes. Tamil Nadu has track record in having an integrated transport system and a high degree of ridership by means of public transport. The road transport system in the State occupies a pride of place among the 15 major states. Fast industrialization, rising urbanization, and growing State economy and consequent unprecedented increase in per capita income and enormous demand for personalised mode of vehicles, etc., had triggered off proliferation in vehicle population in State. Total vehicle population rose by leaps and bounds in Tamil Nadu. It rose from 0.19 lakh in 1950-51 to 56.68 lakhs in 1999-2000. Two and three wheeler vehicles constituted 83.94 percent of vehicle population in the State during 2000*

Keywords: *Transport, independence, express services, Transport Corporation*

I. INTRODUCTION

Tamil Nadu is a large state with a high level of urbanization. Transport linkages play an important role in the development of the State. Road transport industry is employment intensive as every one lakh rupees invested in road transport, generated employment to 9.26 and 16.95 persons for buses and trucks respectively. Road passenger transport has been growing at an average growth rate of 9.7 percent per annum. The road share was only 38 per cent in 1951, but this has increased to 80 per cent in 1986. Tamil Nadu is backed by an organized “Public Transport System” like State and private buses, taxis, and auto rickshaws which makes communication within the State easier and comfortable.

II. STATE TRANSPORT UNDERTAKINGS

Before Independence

Before independence, passenger road transport operation was in the hands of private operators. State participation in road transport dates back to 1930's. As a result, Motor Vehicles Act was enacted in 1939 to regulate the operation of motor vehicles

After Independence

Shortly after independence, the nation embarked on a policy of nationalizing passenger transport. The objective was to provide efficient, economic and properly coordinated road transport, with a view to accelerate development in rural areas where 80% of the people lived. The Road Transport Corporation Act was passed in 1950 to empower State Governments to start State Transport Corporations. The Government decided in June 1967, that the following types of bus route should be nationalized as and when the permits of the private operator expired.

1. All routes of 75 miles and above, both ordinary and express services,
2. All routes radiating from or terminating in Madras city irrespective of length and
3. All routes in Kanniyakumari district which are radiating from or terminating in that district

A public limited company by name Pallavan Transport Corporation Limited was established, and it took over the transportation system in Madras and Chengalpattu district with effect from 1st January 1972. Having regard to the Directive Principles of State Policy embodied in clause (b) and (c) of the Constitution of India. in order to promote a socialistic order, the State Government decided to nationalize the commanding heights of economy

TAMIL NADU STATE TRANSPORT CORPORATION (TNSTC)

The Tamil Nadu State Transport Corporation (TNSTC) is the public transport bus operator of Tamil Nadu. It operates buses along intra and interstate bus routes, as well as city routes.

HISTORY OF TNSTC

Realising that mobility was the kingpin in economic and industrial development, the Government of Tamil Nadu embarked upon massive direct investment in Road Transport Sector in 1972 by forming four Road Transport Corporations, named after the four great Tamil dynasties – Chera, Chola, Pandiya and Pallava.

Cholan Roadways Corporation (CRC) commenced its operations in Thanjavur and Tiruchirapalli Districts on 1st March 1972. Its headquarters is Kumbakonam. **Cheran Transport Corporation** Limited was incorporated as a Company on 17.02.1972 and it commenced its services on 01.03.72. It was catering to the needs of passengers in Coimbatore, Erode and Nilgiris districts.

Anna Transport Corporation Limited, Salem was established on 15th February 1973 with 45 buses with assets of the State Transport Department in Salem and Dharmapuri districts. The **Annai Sathya Transport Corporation** Limited started its operations in Dharmapuri District with headquarters at Dharmapuri effective from 01.04.1987 by taking over the assets and liabilities transferred from the Anna Transport Corporation Limited on bifurcation.

The district bus services operated by the erstwhile Tamil Nadu State Transport Department were separated on 15th September 1975, and formed as the district wing of Pallava Transport Corporation Limited. The area of operation of this Corporation was Kanchipuram and Thiruvannamalai Districts. Routes of this wing and the Thanthai Periyar Transport Corporation Limited were nationalised and this wing started operating as an independent Corporation under the name of Pattukottai Azhagiri Transport Corporation Limited with headquarters at Vellore from 1st December 1982. The **Pandiyan Roadways Corporation** Limited came into existence from 17.01.72. All the Roadways Corporation Limited were renamed as Tamil Nadu State Transport Corporation on 01.07.97.

The objective of all the Corporations was to confer maximum autonomy upon these companies to perform and flourish following principles of commercial prudence.

The Five member Committee headed by C.R.Pattabi Raman was set up by the Tamil Nadu Government in 1976 to go into the structure and performance of road transport corporations and the ancillary engineering corporation, has made as many as 236 recommendations encompassing the entire gamut of transport operations.

Growth of Nationalised State Transport Undertakings

Based on the recommendations of the Pattabi Raman Committee report, a decision was taken to bifurcate the corporations having more than 600 buses with area of operation being co-terminous broadly with the Revenue District.

Express Services

The long distance express services operated by the Tiruvalluvar Transport Corporation of the Tamil Nadu Government have grown very popular with the public and satisfy a real need. Started in 1959, they have expanded phenomenally during the last three decades, originally part of the Pallava Transport Corporation, this was renamed as Tiruvalluvar Transport Corporation in 1980, this supplements in a big way the railways in the State.

With a fleet of 855 buses the Corporation operates 855 buses daily on 256 routes in 1988-89. The route length is varying from 152 kms to 752 kms. The 855 express buses are daily operated 5.03 lakhs kms by carrying 1.01 lakhs passengers in 1988-89. It operates to the neighbouring states of Andhra Pradesh, Kerala, Karnataka and Union Territory of Pondicherry and also connects all district head quarters, business and pilgrim centres as Tamil Nadu like Palani, Tiruchendur, Tirutani, Chidambaram, Nagapattinam, Rameswaram and Tuticorin.

Additional Comforts

Recognising that the long distance passengers require additional comforts to lessen fatigue, super deluxe coaches and air-conditioned coaches were introduced during the year 1978. For the convenience of travelling public, reservation of seats was made 10 days in advance and the same facilities were provided at all the major bus stands.

The formation of **Dr.J.Jayalalitha Transport Corporation** follows a decision by the Government that a separate corporation would take over the routes to neighbouring states from Tiruvalluvar Transport Corporation which was operating a heavy fleet of 949 buses.

Prior to 1996

During 1997, the number of transport corporations were reduced and those 21 different transport corporations were clubbed to form just 6 transport corporations. This time, all the leader's names were replaced with "Tamil Nadu State Transport Corporation (TNSTC)" along

with a division name which are as follows (Table). The six divisions are TNSTC Coimbatore, TNSTC Villupuram, TNSTC Kumbakonam, TNSTC Salem, TNSTC Madurai and TNSTC Tirunelveli.

III. TNSTC HIGHLIGHTS

TNSTC is the second largest government bus transport corporation in India, after APSRTC, and is well known for its route coverage almost to every remote area within Tamil Nadu. TNSTC bus fares are still the lowest in the country amidst frequent fuel price hikes. Tamil Nadu State Transport Corporation was first in India to introduce excellent paintings in buses.

Fleet Strength

Transport Corporations in Tamil Nadu have a reputation for their operational efficiency and professional management. The vehicle productivity in Tamil Nadu is the highest in the country. The fleet strength increased from 16,228 as on 31.3.1997 to 16,797 as on 31.3.2000, the fuel performance from 4.20 kmpl to 4.30 kmpl during the same period while the km. efficiency went down slightly. The men-bus ratio which was 6.95 as on 31.3.1997 became 6.98 as on 31.3.2000.

As on December 1982, out of a total of 13,177 buses in the State, the State Transport Corporations operated 8,114 buses. The percentage of buses operated in the public sector worked out to 62 percent.

Social Welfare Measures

Cancer patients are allowed concessional travel in the buses of State Transport Undertakings for the purpose of treatment. Blind persons are allowed to travel free in Madras city and in other areas for travel to hospitals, workshops and schools. Physically handicapped children are issued free point to point bus passes in Madras city for their travel from their place of residence to schools, hospitals, and back. Press correspondents are allowed free travel in the Corporation buses. The free travel concessions enjoyed by Hon'ble Members of Legislature has been extended to their spouses also, if they travel together. They can travel free any number of times anywhere in the State and outside the State in any Corporation bus. Free travelling bus passes were given to pensioners of freedom fighters and who fought for the cause of Tamil language in 1990. This facility was extended to their heirs also from 1996.

School, Govt. Arts college, ITI and Polytechnic college students get a pass to travel in the buses for free from their place of study to their residence. These passes are issued by the Government of Tamil Nadu. In the year 1990, students studying till 8th standard were given free bus passes. This facility was given to all school going children studying upto 12th standard during 1996-97.

Performance of State Transport Corporations – Physical

The 21 transport corporations in the State are responsible for running an efficient co-ordinated and economic transport service with emphasis on service to the travelling public. The table furnished below shows the performance of State Transport Corporations in Tamil Nadu in some related fields:

S.No.	Items	1976	1986	1989
1.	Fleet strength	4,953	10,273	12,695
2.	Km operated per day (lakhs)	12.30	30.4	42.00
3.	Passengers carried per day (lakhs)	37.46	34.245	119.67
4.	Fleet utilisations (percentages)	87.46	92.6	92.60
5.	Km efficiency (percentage)	93.40	97.8	97.93
6.	Number of routes	2,045	5,553	7,191
7.	New villages benefitted (lakhs)	152	809	313
8.	Population benefitted (lakhs)	1.85	8.49	2.99
9.	Staff strength	36,358	75,913	92,556
10.	New buses purchased	349	826	1,820

TAMIL NADU TRANSPORT DEVELOPMENT FINANCE CORPORATION

The formation of Tamil Nadu Transport Development Finance Corporation, a Non Banking Finance Company, the first of its kind in India became the premier lending organisation to these companies. This greatly helped in enforcing financial discipline in these Organizations.

TRANSPORT FACILITIES

Mini Bus Scheme

The Government of Tamil Nadu introduced the mini bus scheme in 1997 to ply in unserved rural areas. Each mini bus can ply upto a route length of 20 kms with a provision to overlap up to 4 kms in served route. With a view to provide public transport facilities to the people of un-served semi-urban and rural areas, 4000 mini buses are being operated by the private operators in the State.

Inter State Agreements

The Inter-State agreements are arrived at either on single point tax or on concessional rates on a reciprocal basis in order to facilitate free flow of passenger and goods traffic among the neighbouring States permitting passage of a specified number of goods carriages, contract carriages and stage carriages. Tamil Nadu had already entered into agreements with the neighbouring States of Karnataka, Andhra Pradesh, Kerala and Puducherry.

Road Safety Fund

The Government have constituted the Road Safety Fund from the receipts of compounding fees, spot fines and road safety tax collected in Tamil Nadu to finance road safety activities. Allocation was made to the following Road Safety Schemes from Road Safety Fund

- Fund was allocated for road safety engineering works like widening of culverts, improvement of black spots to highways department.
- Fund was also sanctioned to all Superintendents of Police and Commissioners of Police through the concerned District Collectors for Non-engineering works like purchase of road safety equipments and for conducting Road Safety Awareness Programmes, etc.
- Amount was sanctioned to Transport Department for Non-engineering works like maintenance of vehicles, payment of consolidated pay to the staff relating to Road safety work and purchase of gadgets for Road Safety.
- An expenditure amount was sanctioned for maintenance of Road Accident Database Management System (RADMS).
- A sum of Rs.1 crore was sanctioned for maintenance of Emergency Accident Relief Centres (EARC).

DEPARTMENT OF TAMIL NADU ROAD TRANSPORT

All these State Corporations (TNSTC) are administered by the Department of Road Transport. Tamil Nadu Road Transport offers one with the most efficient and sophisticated means of communication that provides the passengers with an easy and a comfortable journey. The Transport Department is one of the important revenue earning Departments of the State. The Government had collected the revenue of Rs.411 crores in the year 1999 – 2000

GROWTH OF MOTOR VEHICLES

Tamil Nadu has track record in having an integrated transport system and a high degree of ridership by means of public transport. The road transport system in the State occupies a pride of place among the 15 major states. Fast industrialization, rising urbanization, and growing State economy and consequent unprecedented increase in per capita income and enormous demand for personalised mode of vehicles, etc., had triggered off proliferation in vehicle population in State. Total vehicle population rose by leaps and bounds in Tamil Nadu. It rose from 0.19 lakh in 1950-51 to 56.68 lakhs in 1999-2000. Two and three wheeler vehicles constituted 83.94 percent of vehicle population in the State during 2000

Out of 67.52 lakh vehicles, commercial vehicles constituted 4.72 lakh numbers and the remaining 62.80 lakh non commercial vehicles comprising 93.01 percent of the total. The table furnished below provides the details about the number of motor vehicles and others in different decades of 20th century.

S.No.	Particulars	1960	1970	1975	1980	1985	1991	1992
1.	Motor cycles, scooters and mopeds	6,483	31,298	59,575	1,31,410	3,04,717	10,69,654	12,23,940
2.	Motor cars including station wagons and jeeps	24,719	47,571	51,437	62,094	1,19,417	2,37,420	8,54,037
3.	Taxi cabs	1,814	8,265	9,264	9,346	14,683	25,996	25,100
4.	Autorickshaws	527	1,635	3,995	6,789	14,760	37,585	41,536
5.	Stage carriages	4,972	8,255	9,100	11,307	14,030	18,723	19,156
6.	Goods vehicles (public and private carriages)	9,637	17,678	23,073	46,032	55,753	1,05,610	1,25,008
7.	Miscellaneous (school buses, ambulances, private service vehicles, tractors and others)	1,587	3,458	14,017	7,461	31,502	43,755	36,021
	Total	49,739	1,18,150	1,70,461	2,74,439	5,54,862	15,38,743	17,24,798

To control all these motor vehicles and to administer them, various Acts were passed before independence and amended it after independence both by the State and Central Governments.

IV. CONCLUSION

The road share was only 38 per cent in 1951, but this has increased to 80 per cent in 1986. Tamil Nadu is backed by an organized “Public Transport System” like State and private buses, taxis, and auto rickshaws which makes communication within the State easier and comfortable. Fast industrialization, rising urbanization, and growing State economy and consequent unprecedented increase in per capita income and enormous demand for personalised mode of vehicles, etc., had triggered off proliferation in vehicle population in State. Total vehicle population rose by leaps and bounds in Tamil Nadu. It rose from 0.19 lakh in 1950-51 to 56.68 lakhs in 1999-2000. Two and three wheeler vehicles constituted 83.94 percent of vehicle population in the State during 2000.

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