

Transport



Rail and Road under Five Year Plans

Part A - Roads

Transport and Five Year Plans

- ❖ Indian planners gave high priority to the development of transport
- ❖ The allocation for on the transport sector was quite high during the first three plans viz between 25 to 28 percent
- ❖ The allocations in the next successive plans on the transport sector declined gradually

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- ❖ The eighth plan outlay, for instance was only 13 percent of the total outlay
- ❖ But the lower allocation in the last three plans does not mean that the transport sector had been fully developed
- ❖ There is the resource crunch on the one side and there is increasing importance given to energy and industrial sectors, on the other

Roadways

- ❖ India has an extensive system of roads that plays a vital role, as far as the national economic growth of the country is concerned
- ❖ India holds World's second largest road network

Road Construction under Five Year Plans

- ❖ Road development in India was neglected in the past for various reasons
- ❖ At the time the first five year plan was introduced in 1951, there was over 1,60,000 kms of surfaced roads and about 2, 40,000 kms of unsurfaced roads
- ❖ The Hyderabad Plan was adopted in 1959 by the Chief Engineers of the States and of the Central Government
- ❖ The plan was formulated for the 20 year period

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- ❖ The Hyderabad Plan aimed at bringing every village in a well developed agricultural area within 6 kms of metalled roads and 2.5 kms of any road
- ❖ The third plan embodied the objectives laid down in the Hyderabad plan for the road development
- ❖ During the next three plans, the planning commission provided for a total outlay of Rs 8600 crores on road programmes and for road transport

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- ❖ The seventh plan had an outlay of Rs 5200 crores on road construction but the actual expenditure was Rs 6300 crores
- ❖ Since 1951, road length had an increased from 4 lakh kms to 42.2 kms by 2008, about 59% of these roads are surfaced
- ❖ The Indian road network is the largest in the world

Importance of road transport for Indian Economy

- ❖ It play a very important role in the transportation of goods and passengers for short and medium distances.
- ❖ It establishes easy contact between farms, fields, factories and markets, thus leading to better linkage between consumer and producer.

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- ❖ It is a relatively cheaper mode of transport as compared to other modes and is flexible.
- ❖ The roads can be classified into 3 major sections based on their connectivity such as
 1. National Highways
 2. State Highways
 3. District Roads

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- ❖ Besides, there are rural roads constructed under Minimum Needs Programme (MNP), Rural Landless Employment Guarantee Programme (RLEGP), National Rural Employment Programme (NREP) and Command Area Development (CAD)

Thank You