

# DEVELOPMENT OF ROAD TRANSPORT IN KANYAKUMARI DISTRICT

P. Justin Jeya Singh,  
Reg. No. 5657,  
Ph. D. Research Scholar,  
Manonmaniam Sundaranar University,  
Tirunelveli

Dr. Regi, S.,  
Assistant Professor and Head,  
Department of History and Research Centre,  
Holy Cross College (Autonomous),  
Nagercoil

**ABSTRACT:** Transport and communication is a service which helps goods and messages to be sent from one place to another. The transport industries, which undertake nothing more than the mere movement of persons and things from one place to another, have constituted one of the most important activities of men in every stage of advanced civilization. It has become a very important instrument for the economic well being of the people. As cities grew with the progression in industrialisation, new and improved means of transportation had to be found to transport goods to factories and consumers. Modern means of transport, through their fast, safe and efficient services, have broken the distance frontiers and united the whole world into one thread. It carries ideas and inventions to the people and has considerably contributed to the evolution of civilization.

**Key Words:** Road, transport, communication, bus, trade and travel

**Introduction:** The demand for travel by individuals and households is essentially a function of their desire for physical access to workplaces, educational establishments, shops, and social, recreational and community facilities. Transport may be defined as a service of facility which creates utilities, time or place, through the physical transfer of goods and persons from one place to another. The need for the conveyance of goods arises from the fact that they are often produced in one region and disposed of in another. The transportation of persons arises from the need of individuals to go from one place to another to satisfy some need connected with business, social, cultural or recreational interests. Transportation is the vital factor in the advancement of civilisation and economic development. It is the life-blood of commerce.' Means of transport and communication are very essential for the smooth working and further development of the economic life of a country. It has been rightly observed "if agriculture and industry are the body and the bones of a national organism, transport and communications are its nerves". The importance of well-developed means of transport and communications is all the greater in a country like India, which is a sub-continent in size, has long distances to cover, a large number of underdeveloped areas to develop and a huge

population to be served. Transport benefits an economy in more than one way. It serves the final consumers by taking products to them. It may be through retailers who sell directly to the consumers. It may be the wholesale seller or the industries who stock goods for future use. It may be the traders who export them. It stimulates new demands as well by extending the variety of goods that can be made available anywhere and everywhere. It facilitates production by moving raw materials, tools and machines to places of production. By bringing them in large quantities of these materials at fixed points, it enables production to take place on a large scale.

An adequate and quick transport also reduces the need for maintaining large inventories, thereby releasing a large proportion of resources for production and a bigger chunk of produced goods for consumption and in the process of reducing costs and prices. It also helps in locating industries at place where these are best suited and thereby it enables the region to produce what it can at the lowest cost. Transport also encourages regional specialisation with and among countries and thereby enlarging production and lessening costs than would be the case otherwise. Transport creates direct demand for industrial goods. The development of transport helps industrialisation and so economic development directly by creating demand for earth moving and earth digging machinery, railway wagons and engines and for iron and steel products. This is how economic development is stimulated directly by developing means of transport. Modern outlook is equally an important determinant of economic growth. Economic progress has been seriously impaired in India by conservative and superstitious nature of the people and their fatalist outlook, caste system and joint family system. A quick moving and widely spread transport system is a powerful antidote to this unprogressive outlook of the people. Ever since the dawn of History, people have wanted to travel. Modern technology has made travel faster, safer and more comfortable. More people now wish to travel for a variety of reasons, but the greatest movement occurs at the beginning and end of each day when people travel to and from their place of work. The roads and the railways enable the people to travel to towns from villages and learn so many things. Travelling by itself is highly educative. The roads and the railways carry books, newspapers and journals and disseminate knowledge and learning far and wide.

### Transport in Kanyakumari District:

Kanyakumari district is fairly well served by a net work of roads. The National Highway No.7, connecting Varanasi (U.P.) and Kanyakumari, passes through the Agasteeswaram taluk. The National Highway No.47, connecting Kanyakumari and Trivandrum passes through the Agasteeswaram, Kalkulam and Vilavancode Taluks. The State Highway No.14 also passes through the above three taluks. There are number of major district roads, Panchayat union roads and Panchayat roads. The total length of roads in the district is 3107 kilometer of which 53 kilometer of cement concrete, 1135 kilometer bituminous road, 846 kilometer of National Highways, 48.9 kilometer of State Highways and the balance come under other types. The transport network improves connectivity and provides linkage between industries and agriculture. It incentivizes the directly productive activities and accelerates the process of economic development. When Kanyakumari District was merged with Madras State from the former Travancore and Cochin State in 1956, the transport bus services operated by erstwhile Travancore State in Kanyakumari was also taken over by Madras State Government. Thus, Madras State was running passenger transport services in Kanyakumari district. Then the government evolved a policy to operate long distance as well as Inter-State passenger transport in order to eliminate the private operators from the routes without paying any compensation. The first inter-State service operated by Madras State Government was between Madras and Bangalore. Thereafter the Madras State Government operated long distance express services between Madras to Trichy and Nagercoil to Trichy. Pioneer Motor Service operated buses in most of the areas, the main routes being to Thiruvananthapuram, Tirunelveli and Kanyakumari. They also started a town bus service in Thiruvananthapuram in 1932, the first of its kind in South India. The Anchal (Postal) Motor Service was also taken over by them. In 1938, the Government of Travancore decided to nationalise the main routes. Travancore was the first State in India to nationalise transportation and the Pioneer Motor Service was the first to be nationalised. They were allowed to keep minor routes and the main routes to Tirunelveli as it was in the then Madras Presidency. No compensation was paid by the Travancore Government. In 1956, South Travancore consisting of four taluks, was made part of Madras State, the nucleus of Tamil Nadu. In 1968, the Government of Tamil Nadu nationalised the private services. In this case also pioneer motor company was not compensated. The Nesamony Transport Corporation Limited (A Government of Tamil Nadu

Undertaking) as a Public Limited Company was registered with the Registrar of Companies, Government of India. The official business of this Company is to operate passenger transport buses in Kanyakumari and Tirunelveli Districts. It also has inter-State services to Kerala and operates bus services to Chennai, Madurai, Tuticorin and to Kerala State. The Tamil Nadu State Transport Corporation Madurai III Division is functioning with its headquarters at Ranithottam, Nagercoil. It is a government undertaking fully owned by the Government of Tamil Nadu. It has 10 branches which are given below.

1. Ranithottam-I
2. Ranithottam-II
3. Ranithottam-III
4. Kanyakumari
5. Vivekanandapuram
6. Monday Market
7. Colachel
8. Martandam
9. Kuzhithurai
10. Thiruvattar

Besides 10 branches, there is a central workshop at Ranithottam. In the central workshop bus body construction and reconditioning of spare parts are carried out. The Tamil Nadu State Transport Corporation (TNSTC), the Tamil Nadu State Transport Undertaking with the headquarters operating at Nesamony Nagar, Nagercoil is the only commuter in Kanyakumari district covering almost all villages carrying nearly 2.25 crores passengers every month. It fetches nearly 4.5 crores of rupees by operating nearly 73 lakh kms every month. Its wide sprawling network contain nearly 600 standard wheel base buses with latest passenger amenities, 24 passenger cum goods buses for village people to carry their luggage to market, 19 short wheel base buses to small villages and ghat routes to which no good road facilities. Apart from plying in and around the Kanyakumari district, buses ply to other districts like Tirunelveli, Madurai, Thoothukudi, Chennai and to Kerala State as well. It has a variety of services like express, limited stop services, Super Fast Services, Fast Passenger Services, Point to Point Services, Mofussil Services, Town V Fast Services and *Enkum Nirkum* Services (Stop at Any Places) which instilled everyone in Kanyakumari by its punctuality in passenger amenities and good relation. In Kanyakumari district, the early pioneering transport projects opened up localities to economic activities and to land uses that would not otherwise have occurred. The relationship was strong, and the direction was from transport to the economy more than the other way around. Once a country's transport system is better established, the emphasis is focused more on



incremental improvements in the transport system when required by demand changes or when made possible by technological advances. The new transport-related technologies and developments illustrated a very strong relationship between transport and economic developments. The relationship was primarily based on transport's contribution to the economy rather than in the reverse direction. Pioneering transport technologies offered improved access at lower cost and where consequently catalysts for economic growth including steamships, refrigerated ships, diesel engines for trucks and trains, shipping containers, and modern truck technology.

#### LENGTH OF ROADS IN KANYAKUMARI DISTRICT (in kilometers)

Categories	Cement / Concrete	Bituminous	Water bound Macadam	Total	Unsurfaced road	Grand Total
National Highways	-	22.600	-	22.600	-	22.600
State Highways	-	1189.769	-	1189.769	-	1189.769
Municipality Roads	95.513	194.414	1.500	291.427	10.350	301.777
Panchayat Union Roads	8.942	467.669	42.630	519.241	28.780	548.021
Panchayat Roads	43.500	646.949	312.991	1003.440	372.844	1376.264
Town Panchayat Roads	573.635	1440.769	412.989	2427.393	1086.425	3513.818
Forest Roads	-	36.880	-	36.880	-	36.880
<b>Total</b>	<b>721.590</b>	<b>3999.050</b>	<b>770.110</b>	<b>5490.750</b>	<b>1498.399</b>	<b>6989.129</b>

Source : All Panchayat Unions & Municipalities, AD Town Panchayats, Nagercoil.

#### References:

1. Arora, S.K., *Economics of Management of Transport*, New Delhi, 1987.
2. Howard L.Ganthier, *Transport and Development*, London, 1973.
3. Herbert Mohring, *Transportation Economics*, Cambridge, 1976.
4. Hugh S. Norton, *Modern Transportation Economics*, Columbus, 1970.
5. Kursherestha, *Management of State Road Transport in India*, New Delhi, 1989.
6. Mairet, C., *Trade, Transport and Finance*, London, 1923.
7. Marshall, A., *Industry and Trade*, London, 1919.
8. Mossman Frank, H., *Principles of Transportation*, New York, 1973.
9. Gopalakrishnan, M., (ed) *Gazeteer of India, Kanyakumari District*, Madras, 1995.
10. *Government of Tamil Nadu, State Transport Authority*, Chennai, 2000.
11. Velu Pillai, T.K., *The Travancore State Manual*, Vol. II, Trivandrum, 1940 & Vol. IV, 1996.

12. Nambiar K.K., *Development of Highways*, Vol. X, No.1, January 1956.
13. Jegadish Gandhi P., *State Transport Undertaking in Southern States- A Comparative Study*, Vol.29, May 1, 1990.
14. Thirumalai R., *State Transport in 1960-1961*, Vol. XV, Nos.4-5, April-May 1961.
15. *Annual Report - Tamil Nadu State Transport Corporation (Madurai Division-III) Ltd.*, Nagercoil,1994-95.
16. *Government of Tamil Nadu, State Transport Authority*, Chennai, 2000.
17. *Annual Reports - TNSTC (Madurai Division-III) Ltd.*, Nagercoil, 1980-81 to 1999-2000.
18. *Annual Report - Tamil Nadu State Transport Corporation (Madurai Division-III) Ltd.*, Nagercoil, 2000-2001.
19. *Report on State Transport Undertakings*, Government of Tamil Nadu, 1998.
20. Sinha, R.C., *Concept of Economy in Road Transport*, Indian Journal of Transport Management, Association of State Road Transport Undertakings, Pune, January 1978.

