

APPROVED OUTLAY AND EXPENDITURE ON ROAD TRANSPORT DURING XTH FIVE YEAR PLAN

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ABSTRACT

The total expenditure incurred on road safety during the first four years of the Tenth Five year Plan (2002-03 to Working Group On Road Transport For The Eleventh Five Year Plan was Rs. 101.63 crore or about 66% of the total approved outlay for the Plan. The total expenditure during the first four years of the Tenth Five year Plan for Pollution Control, National Database network and Model Driving School schemes was Rs. 3.31 crore, Rs. 7.17 crore and 21.13 crore respectively. As a proportion of total approved outlay the total expenditure on Pollution Control, National Database and Model Driving School was 33%, 55% and 88% respectively during the first four years of the Tenth Five year Plan. The total expenditure in central road sector during the first four years on approved schemes was Rs. 133.24 crore or 63% of the approved outlay

Key words: *expenditure, Five Year Plan, Pollution Control, National Database network, Model Driving School.*

INTRODUCTION

Transport on roads can be roughly grouped into the transportation of goods and transportation of people. In many countries licencing requirements and safety regulations ensure a separation of the two industries.

The nature of road transportation of goods depends, apart from the degree of development of the local infrastructure, on the distance the goods are transported by road, the weight and volume of the individual shipment, and the type of goods transported. For short distances and light, small shipments a van or pickup truck may be used. For large shipments even if less than a full truckload a truck is more appropriate. In some countries cargo is transported by road in horse-drawn carriages, donkey carts or other non-motorized mode. Delivery services are sometimes considered a separate category from cargo transport. In many places fast food is transported on roads by various types of vehicles. For inner city delivery of small packages and documents bike couriers are quite common.

People are transported on roads either in individual cars or automobiles, or in mass transit by bus or coach. Special modes of individual transport by road like rickshaws or velotaxis may also be locally available.

REVIEW OF LITERATURE

Nearly all roadways are built with devices meant to control traffic. Most notable to the motorist are those meant to communicate directly with the driver. Broadly, these fall into three categories: signs, signals or pavement markings. They help the driver navigate; they assign the right-of-way at intersections; they indicate laws such as speed limits and parking regulations; they advise of potential hazards; they indicate passing and no passing zones; and otherwise deliver information and to assure traffic is orderly and safe.

200 years ago these devices were signs, nearly all informal. In the late 19th century signals began to appear in the biggest cities at a few highly congested intersections. They were manually operated, and consisted of semaphores, flags or paddles, or in some cases colored electric lights, all modeled on railroad signals. In the 20th century signals were automated, at first with electromechanical devices and later with computers. Signals can be quite sophisticated: with vehicle sensors embedded in the pavement, the signal can control and choreograph the turning movements of heavy traffic in the most complex of intersections. In the 1920s traffic engineers learned how to coordinate signals along a thoroughfare to increase its speeds and volumes. In the 1980s, with computers, similar coordination of whole networks became possible.

In the 1920s pavement markings were introduced. Initially they were used to indicate the road's centerline. Soon after they were coded with information to aid motorists in passing safely. Later, with multi-lane roads they were used to define lanes. Other uses, such as indicating permitted turning movements and pedestrian crossings soon followed.

In the 20th century traffic control devices were standardized. Before then every locality decided on what its devices would look like and where they would be applied. This could be confusing, especially to traffic from outside the locality. In the United States standardization was first taken at the state level, and late in the century at the federal level. Each country has a Manual of Uniform Traffic Control Devices (MUTCD) and there are efforts to blend them into a worldwide standard. Besides signals, signs, and markings, other forms of traffic control are designed and built into the roadway. For instance, curbs and rumble strips can be used to keep traffic in a given lane and median barriers can prevent left turns and even U-turns

MATERIAL AND METHOD

The approved outlay for the Tenth Five year Plan (2002-07) for Central Road Transport Sector was Rs. 210 crore out of which Rs. 153 crore (nearly 73% of total approved outlay) was for Road Safety. The total expenditure incurred on road safety during the first four years of the Tenth Five year Plan (2002-03 to Working Group On Road Transport For The Eleventh Five Year Plan) was Rs. 101.63 crore or about 66% of the total approved outlay for the Plan. The total expenditure during the first four years of the Tenth Five year Plan for Pollution Control, National Database network and Model Driving School schemes was Rs. 3.31 crore, Rs. 7.17 crore and 21.13 crore respectively.

As a proportion of total approved outlay the total expenditure on Pollution Control, National Database and Model Driving School was 33%, 55% and 88% respectively during the first four years of the Tenth Five year Plan. The total expenditure in central road sector during the first four years on approved schemes was Rs. 133.24 crore or 63% of the approved outlay. (Table 6)

Table 6: Outlay and Expenditure – Road Transport

Sl. No	Scheme	10 th Five Year Plan App. Outlay	(Rs.crore)								
			2002-03		2003-04		2004-05		2005-06		2006-07
			Outlay	Expdr.	Outlay	Expdr.	Outlay	Expdr.	Outlay	Expdr.	Outlay
1	Road Safety	153.00	22.00	22.76	29.00	28.24	33.20	27.86	35.55	22.77	37.20
2	Pollution Testing & Control	10.00	1.25	2.10	2.30	0.25	2.00	0.10	1.00	0.86	0.50
3	National Database Network/Engineering	13.00	2.76	1.94	2.60	2.24	2.30	1.74	1.95	1.25	3.00
4	Model Driving Training School	24.00	3.99	2.95	6.10	4.75	6.50	6.50	7.50	6.93	9.80
5	Capital support for Sustainable Public Transport System	10.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Total	210.00	30.00	29.75	40.00	35.48	44.00	36.20	46.00	31.81	50.00

Fuel Consumption: Transport Sector

The total consumption of petroleum products grew at the rate of 5.7% per annum between 1980-81 and 2003-04. However, growth in consumption has moderated to 2.95% per annum over the last four years (2000-01 to 2004-05). Consumption of petrol and diesel grew at 7.3% and 5.8% per annum respectively between 1980-81 and 2004-05. This was the outcome of the growth of personal motorized transport and the rise in share of road haulage. The vehicle population continues to grow at higher than historical rates. However, in the last 5 years growth in consumption of petrol and diesel has been far more moderate at 6.9% and less than 1% respectively. This reflects the improved efficiency of vehicles and better road conditions. In 2004-05, liquid fuel consumption in the transport sector accounted for 28% of our total petroleum products consumption (Source: Integrated Energy Policy, Planning Commission 2006; Page 10).

CONCLUSION

Despite better performance of road transport sector Vis-a- Vis other competing modes the sector suffers from public policy shortcomings. One, expansion of road infrastructure has not kept pace with demand. Growing costs of infrastructure and long completion schedules have constrained expansion of road network. Vehicle population increased by 11% between 1952 and 2002 while road network increased by 4.3%. During the same period the number of HCVs increased by 7 %. It is noteworthy that under personalized modes three-wheelers and cars have grown at an annual rate of 10.5 % and 9.4 % respectively during 1991 to 2004. Second is the weak enforcement of existing regulations which have a bearing on safety and environment. Finally, there are significant barriers towards interstate movement of freight and vehicles which impose heavy economic and social costs.

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