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CHIEF EDITOR – PRAMOD PRAKASHRAO TANDALE

Transport Network System And Economic Development Of Maharashtra (India)**Dr. Dattatray D. Shinde**Assistant Professor,
Adarsh College, Vita**Abstract:**

The development of transport network facilities plays an important role in economic development of any region. The transport network system in Maharashtra contributed to the development of the state by bringing in direct benefits from its role in the development of some sectors, such as agriculture, industry and commerce. Transport system plays a vital role in the political, economic and social development of any region and society. The accessibility is better represented by the means of transportation and communication facilities. The present research paper is giving emphasis on the impact of transport network system on economic development of the Maharashtra. In the study region has road, rail and air transport facilities. Road and railway transportation plays a vital role in the overall development of the study region. The main objective of the study is to analyze the transport system, its density and economic development of study region.

Key words: economic development, transport network system, density

Introduction:

The economy of Maharashtra is the largest in India. In terms of urbanization Maharashtra is the one of the fastest growing states in India. Maharashtra is third most urbanized state with a population of 45.23 percent. Also the state is India's leading industrial state contributing 13 percent of national industrial output. Almost 46 percent of GSDP is contributed by industry. Although highly industrialized, agriculture continues to be the main occupation in many regions of the state. 64.14 percent of the people are employed in agriculture and allied activities. When the transportation developments increase the accessibility of public and business to reach the jobs, goods, services and activities. Now days, transportation facilities have become very important for overall development of any region. Road and rail transport is being used more and more in various development of economic situation in the study region. It is significant to study the physical, social, economical and industrial attitude of the development of region. Through this attitude it is important that to study the various means of transportation. It is very important for any region to study of overall network of transport for the sake of planning of that region. In the present paper, an attempt is made to investigate the role of transport network and its density on overall economic development in the study region.

Objectives:

- 1) To study the trend of transport network and its density of the study region.
- 2) To analyze the role of transport network system on economic development of Maharashtra.

Study Area:

Maharashtra state lies between 15°50' to 22°12' North latitude and 72°35' to 80°53' East longitude. It is surrounded by the Arabian Sea to the west, Gujarat to the North West, MP to the North, Chhattisgarh to the east, Telangana to the south east, Karnataka to the south and Goa to the south west. Administratively the study region has six division, Comprising 3, 07,713 sq. km. area of supporting 11, 23, 72,333 population according to 2011 census which is about 9.28 percent of total population of India. Agriculture is the most important occupation of the rural people. The state enjoys a tropical monsoon

climate. The annual temperature of the state is minimum 16⁰c and maximum 32⁰c. The annual rainfall is 400 to 600 mm.

Data Collection And Methodology:

Related information is collected from the secondary source of data. The secondary source of data is collected from the Public Works Department GoM, Infrastructure Statistics, Directorate of Economics and Statistics, Economic Survey of Maharashtra, reference books, articles etc. The collected data has been processed and interpreted.

Role Of Transport Network Systems On Economic Development Of Maharashtra:

Transportation network plays a significant role in the economic development of any region. Mumbai is the major port in Maharashtra, which led to flourishing trade and industrial development. Major national highways, railways pass through state, aiding in fast movement of goods and people. The state has also added to the road network connecting district places to major trading ports and cities. Mumbai, Pune and Nagpur are the major airports in the state. The road network in rural area obviously needs important is any region. The road act as a pull factor for the development and upliftment of the area.

Road Network:

Maharashtra has the largest road network in India at 3, 03,359 km. The road network consists of national highway, state highway, Major district road, other district road and village road. Seventeen national highways connect Maharashtra to six neighbouring states. The road length by type of in Maharashtra State is shown in table 1 reflects as continuously increasing trend of road network.

The National Highway:

National highways are defined as the main arterial or trunk, roads running through the length and breadth of the country and together forming a system connecting major cities, ports, capitals of states and other important highway. It is clearly shows that the length of national highway in Maharashtra has been continuously increasing from 1965 – 66. The total length of national highway has increased from 2,364 km. in 1965 - 66 to 4,376 km. in 2012 - 13.

Table 1: Road length by type of roads in Maharashtra State (in km.)

Year	National Highway	Major State Highway	State Highway	Major District Roads	Other District Roads	Village Roads	All Roads
1965-66	2,364	-	10,528	12,628	8,744	17,524	51,788
1970-71	2,445	-	14,203	17,684	11,012	20,020	65,364
1980-81	2,945	-	18,949	25,233	25,404	68,600	1,41,131
1990-91	2,959	-	30,975	38,936	38,573	61,522	1,72,965
2000-01	3,688	-	33,212	46,751	43,696	89,599	2,16,946
2010-11	4,376	-	34,103	49,936	46,897	1,06,400	2,41,712
2011-12	4,376	-	34,157	50,256	47,529	1,06,601	2,42,919
2012-13	4,376	6,694	27,528	50,236	47,573	1,06,745	2,43,172

Source: Public Works Department, GoM

State Highway:

State highways are defined as all other main arterial roads of a state connecting themselves with national highways or other state highways, district headquarters, important cities and center of trade. The total distance of state highways in is 27,528 km. in 2012 - 13. It is observed that the length of state highway has increased from 1965 – 66 which was 10,528 km.

Major District Roads:

Major district roads are defined as important roads in the district which connect market centers with railways and highways. In the year 1965 - 66, total length of major district road was 12,628 km. which is increased up to 50,236 km. in 2012 - 13.

Other District Roads:

Other district roads are also of the same category as major district roads, except that they are more frequently interrupted for traffic during heavy rains. It is observed that the length of other district road has also increased from 8,744 km. in 1965 – 66 to 47,573 km. in 2012 - 13.

Village Roads:

Village road is used for local transport of goods as well as for marketing purpose. In the year 1965 – 66, there were total length of village road were 17,524 km. which is increased up to 1, 06,745 km. in 2012 - 13.

Total Road Length:

The total length of road was 51,788 km. in 1965 - 66 which is increased up to 2,43,172 km. in 2012 - 13. The total road length has continuously increased from 1965 – 66, which has positive relationship between transportation facilities and overall economic development of Maharashtra state.

Table 2: Total length, density of road, railway route and GDP of Maharashtra (2012 – 13)

District / Division	Total Road length in km.	Road Density per 100 sq. km. of area	Total Railway Route in km.	Railway km. per 100 sq. km. of area	GDP in Rs. Cr.	Growth Rate in percent
Mumbai	49	8	101.34	16.81	2,90,661	14.96
Mumbai Suburban						
Thane	7,162	75	307.10	3.21	1,79,478	13.16
Raigad	5,399	75	343.50	4.80	38,684	12.51
Ratnagiri	7,368	90	198.00	2.41	16,945	7.20
Sindhudurg	6,181	119	107.50	2.06	10,453	9.60
Konkan Div.	26,159	85	1,057.44	3.44	5,36,221	
Nashik	14,214	92	262.50	1.69	64,041	18.93
Dhule	5,438	76	49.68	0.69	15,624	12.63
Nandurbar	4,672	78	97.60	1.64	8,055	-1.12
Jalgaon	10,082	86	462.81	3.93	35,149	7.91
Ahmadnagar	12,888	76	213.68	1.25	38,710	9.26
Nashik Div.	47,294	82	1,086.27	1.89	1,61,579	
Pune	14,136	90	369.12	2.36	1,49,502	12.04
Satara	10,047	96	115.32	1.10	28,341	9.89
Sangli	9,052	106	143.89	1.68	28,499	10.20
Solapur	13,390	90	387.70	2.60	37,076	6.75
Kolhapur	7,450	97	47.10	0.61	45,576	11.47
Pune Div.	54,075	94	1,063.13	1.86	2,88,994	
Aurangabad	9,837	97	107.25	1.06	36,367	7.90

Jalna	4,729	61	88.25	1.14	11,752	-21.86
Parbhani	4,815	77	262.43	4.22	12,353	19.08
Hingoli	3,224	67	0.00	0.00	6,402	21.46
Beed	9,450	88	47.70	0.45	14,689	5.38
Nanded	10,202	97	225.61	2.14	21,257	18.55
Osmanabad	5,803	77	53.60	0.71	10,320	-0.90
Latur	5,732	80	139.30	1.95	17,787	21.62
Aurangabad Div.	53,792	83	924.14	1.43	1,30,927	
Buldhana	4,757	49	84.75	0.88	15,958	14.27
Akola	2,826	50	312.70	5.51	15,133	19.22
Washim	3,170	65	29.10	0.59	9,179	5.01
Amravati	6,783	56	318.76	2.61	23,770	20.48
Yavatmal	7,326	54	164.00	1.21	19,500	18.80
Amravati Div.	24,862	54	909.31	1.98	83,540	
Wardha	4,163	66	137.42	2.18	11,844	15.47
Nagpur	8,036	81	410.52	4.15	62,291	14.12
Bhandara	4,759	116	74.81	1.83	9,503	14.49
Gondiya	5,805	111	205.64	3.93	8,973	16.16
Chandrapur	7,646	67	338.40	2.96	23,102	15.68
Gadchiroli	6,581	46	18.50	0.13	6,796	13.47
Nagpur Div.	36,990	72	1,185.29	2.31	1,22,509	
Maharashtra	2,43,172	79	6,252.58	2.02	13,23,770	

*Source: Public Works Department, GoM & Infrastructure Statistics 2013 – 14 & 2014 – 15
Central, South East Central railway, Western Railway, Kankan Railway Corporation*

In Maharashtra state, total length of road is 2, 43,172 km. in the year 2012 – 13. The Highest total length total is in Pune division which is 54,075 km. The lowest total length of road recorded Amravati division which is 24,862 km. The density of total roads per 100 square km. area in the entire Maharashtra state is 79 km. The High density of total road length is found in Pune and Kankan division which is above 85 km per 100 square km. as compare to other division. Moderate density of total road length is shows in Aurangabad and Nashik division ranging from 80 to 84 km per 100 square km. The low density of total road length is recorded in Nagpur and Amravati division which is below 80 km per 100 square km. due to lack of small and large scale industries resulted low economic development as compare other division.

Maharashtra is well – connected to other parts of the country with a railway network spanning 6,252.58 km. in the year 2012 – 13. The Highest length of total railway route is in Nagpur, Nashik and Pune division which is 1185.29, 1086.27 and 1063.13 km. respectively. The lowest total railway routes are in Aurangabad and Amravati division. The highest density of railway is found in Kankan and Nagpur division with above 2 km per 100 square km. Moderate density of railway is recorded in Amravati, Nashik and Pune division with 1.50 to 2 km per 100 square km. The low density of railway is found in Aurangabad division which is below 1.50 km per 100 square km.

The Gross Domestic Product of Maharashtra for 2012 – 13 is to be 13, 23,770 Cr. Rs. The high Gross Domestic Product is found in Kankan and Pune division with 5, 36,221 and 2, 88,994 Cr. Rs. because Mumbai is most economically valuable city of Maharashtra. Many people come and go from Mumbai every day, and in Mumbai itself people are too busy. Pune is second most important city of the state having more than thirty two lakh people in Pune division. Also the road density of these two divisions is high which is 85 and 94 km. per 100 square km. in 2012 – 13. The low Gross Domestic

Product is recorded in Amravati division with 83540 Cr. Rs. In this Amravati division the density of total road length is recorded very low with 54 km. per 100 square km. in 2012 - 13.

Concluding Remarks:

In Maharashtra state most of the villages are accessible and well connected by road. It observed that the distribution of roads have played a major role in the economic development. The total length of road was 51,788 km. in 1965 - 66 which is increased up to 2,43,172km. in 2012 - 13. The total road length has continuously increased from 1965 – 66, which has positive relationship between transportation facilities and overall economic development of Maharashtra state. The Gross Domestic Product of Maharashtra for 2012 – 13 is to be 13, 23,770 Cr. Rs. Out of these the high Gross Domestic Product is found in Kankan and Pune division with 5,36,221 and 2,88,994 Cr. Rs. because Mumbai is most economically valuable city of Maharashtra. Many people come and go from Mumbai every day, and in Mumbai itself people are too busy. Pune is second most important city of the state having more than thirty two lakh people in Pune division. Also the road density of these two divisions is high which are 85 and 94 km. per 100 square km. in 2012 – 13. The low Gross Domestic Product is recorded in Amravati division with 83540 Cr. Rs. In this Amravati division the density of total road length is recorded very low with 54 km. per 100 square km. in 2012 - 13. The economic development of Maharashtra state has influenced by transport facilities which is positive co - relation between transport system and economic development.

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