

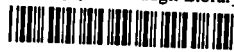
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PROBLEMS OF TRANSPORT
CO-ORDINATION IN INDIA

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PREFACE

The following pages reproduce the substance of a course of four lectures delivered at the Sydenham College of Commerce and Economics, Bombay, during February 1934, and necessarily suffer from the limitations to which a course of public lectures is subject. But a conviction that every thinking citizen should realize the tragedy of the appalling waste involved in the provision of duplicate facilities on parallel routes, when the major portion of the country is in a state of almost complete starvation from any means of communication whatever, impels me to publish this general analysis of the situation indicating the nature of the problems to be solved.

The interesting episode cited by Sir Joseph Bore in the Legislative Assembly towards the end of February last regarding road-rail competition, humour apart, only emphasizes the seriousness of the situation. The Commerce Member said that one of the railway officials at the Simla Road-Rail Conference stated that in one area road competition was so great that the bus owners not only offered to carry passengers free of charge but also gave them a banana and a handkerchief each, into the bargain. Surely this growing evil in

India, together with the bitter experience of other countries, especially of Great Britain and of the U.S.A., in the matter of competition between different means of transport is justification enough for my advocating the establishment with the least possible delay of a quasi-judicial permanent body to control the conditions of competition, making these conditions as far as possible equal and equitable.

Since writing these pages, Sir George Schuster has intimated to the Legislative Assembly that the Government of India has invited suggestions from the provincial governments on the establishment of a Central Transport Advisory Council. In the opinion of the writer, the establishment of a Central Transport Advisory Council is in the nature of a half-measure which will not satisfy the needs of the situation. Nothing short of a permanent whole-time co-ordinating authority will solve the difficulties of the problems involved—for reasons given in the following pages.

As will be apparent to the reader I have mainly drawn upon the *Mitchell-Kirkness Report*. Apart from being very informative, its analysis of the situation has indeed been able and masterly ; but I have differed from its conclusion because I do not believe anything substantial will result from

the establishment of purely advisory bodies of the type it recommends. I have deliberately refrained from alluding at length to the similar committees and commissions in England, the U.S.A. and other countries as I feared that in that case the lectures would be unnecessarily complicated and would appear abstruse to the general public for whom they were primarily intended. At the same time, I hope this analysis will prove helpful to students of 'Modern Economic Development of India' particularly and will be of interest to economists and politicians generally.

I take this my first opportunity of expressing my sense of gratitude to Mr. W. Tetley Stephenson, M.A., M.Inst.T., Cassel Reader in Commerce and Head of the Department of Transport in the University of London, under whose guidance I studied 'Economics of Transport' at the School of Economics, London. I should also thank the authorities of the London Midland and Scottish Railway Co., for allowing me to study the system of working agreements with the roads, initiated by them. I am further indebted to my friend, Mr. J. E. Castellino, B.Sc. (Econ.) (London), Lecturer in Economics, St. Xavier's College, Bombay, for going through the manuscripts and for making useful suggestions which have helped me in

preparing these lectures for publication. For purposes of recent developments, a close study has also been made of the pages of the daily press, specially of the *Statesman* and the *Times of India* ; but for the expression of opinions contained herein, I am alone responsible.

S. K. G.

Sydenham College of Commerce
and Economics,
Bombay.
April, 1934.

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