ABSTRACT:
The present study aims at providing a detailed understanding of the spatial and sectored spread of transport and communication facility in India. Their linkages with the rural and suburban areas. The sectors with strong back ward and for word linkages include construction. In the modern world, transport is basic infrastructural requirement for industrialization and accordingly the developing countries have accorded it an important place in their programmes of economic development.

Transport provides a vital link between production centers, distribution areas and the ultimate consumers. Transport has recorded a significant growth over the years both in spread of network and in output if the system. Thus, Indian economy expected to grow at around & per sent per annum, the transport sector is expected to grow at 10.0 per sent per annum. The income elasticity of demand currently is 1.25.

Transport and communication is expected to create positive outcomes, It may also generate negative effects on the host economy.

KEYWORDS: Railways, Roads, Posts, Telecommunications, Problems Issue.

Introduction: In India due to insufficient resource allocation of funds and poor management of transport system. Maintence of transport infrastructure has been poor. This causes extra wear and tear of transport equipment and further damage to the carriage way. Together the raise inefficiency level in the system and also increase avoidable pollution. Further, on account of poor controls or monitoring, safety levels are far below what is desirable. Safety is adversely affected by the transport myopia. Thus, Road deaths in the west European countries. Safety is also a matter of concern in Indian transports. Communications means the importing a transmission of information. The difference between transport and communication is that while the former implies the conveyance if goods the letter implies the conveyance if information. The conveyance of information is very necessary for the development of industries commerce and trade in the country. There is a close interlink between communication and transport since all tangible communication have to be sent by transport. The most important means of communications are the postal services, telephone services, teleprompters, Radio and television etc.

Basic Transport and communication in India: Following maser Transport are working in India. They has a very important to deliver our country for development.

Railways: The development and expansion if railways has revolutionized . The transport system the world over in India the railways provide the principal mode of transportation for freight and passengers. The Indian railways have been a good integrating force for more then 150 years.
They link up the various regions of the economy and increase the occupational mobility of people. The railways are the most convenient mode of transport for long distances and are most suitable for carrying heavy and bulky goods like iron ore, iron and steel, heavy machinery, minerals, etc.

Railways carry raw materials from the mines and the quarries and other interior areas of the country to the industrial centers. They link up the various regions to the industrial centers. In short, they play a crucial role in economic development. The Indian railways system is presently the forgets in Asia and second largest in the world. The total route length of railways all end March 2014.74.465 Km. Of which 21,865 Km. route was electrified. During 2006 – 07 it carried 9219 million passengers and 9.27.75 million tones of reveille earning freight traffic. The railways operate services on there gauges – the board gauge (1.67.6 meters) the meters guage

( 1.00 meters ) and narrow electrification of a number of sections on the Eastern, South Eastern, Central and Southern railways. The Eleventh five year plan document observes that the infrastructure deficit for the railways is reflected in saturation of routes and slow speeds for freight and passenger traffic. The objectives for the railways during five year plan have been laid down follows : I) Capacity II) Enhancement III) Technology up gradation. IV) Achieving higher maintenance standards. V) Safety and passenger amenities.

Road Transport: - Road are generally classified into the following categories.

1) National Highways.
2) State Highways.
3) District Roads.
4) Rural Roads.

As compared to railways, road transport has the following advantages.-
1) A large numbers of places, particularly for village are not connected by railways. 2) It provides feeder services. 3) Door to Door services. 4) Bulky good reach mandis the very next day. 5) 0% chances of delay or damages loss goods. 6) No heavy capital Expenditure. 7) Railways track cant reach allover, but road provide that’s.

India has one of the largest road network in the world, aggregating about 35.14 lakh km. at present. How ever, this network is not adequate for speeay and efficient transportation. The national Highways which are arterial roads have currently a network or 68,590 km. Although they carry nearly 40 per sent of the goods and passenger traffic. NHDP is the largest highway prospect ever undertaken by the country it means Pradhan Mantri Bharat Road Pariyojana.

Communications: - The most important means of communications are the postal, Telephone, teleprompters, radio television, etc.

Postal services: Modern postal system in India dates back to 1837 when postal services were thrown open to the public. It was with the attainment of independence that the postal services came to be recognized as an essential infrastructure of development. Due to expansion of postal network in successive five years plans the Number of Post offices increased from only 23, 116 at the time of independence to over 1.55 lakh on March 31,
2012. Now on an average a post office serves 8,600 persons and covers an area of 23.16 sq.kms. The Indian postal Network largest in the world.

**Telecommunications:** Through rapid progress of the postal services over the last few decades has led to considerable increase in communications, the most important factor accounting for increased communications has been the development of telecommunication with more than 350 million connections in March 2012 the Indian Telecommunication Network is third largest in the world and second largest among the emerging economies of Asia.

- Regulatory authority in the telecom sector known as Telecom Regulatory Authority of India (TRAI) was set up on Feb. 20, 1997. It has been set up with a view to discharge regulatory functions thereby providing a level playing field in the telecom sector. In 1999 the gov. announced a new Telecom policy (NTP, 1999) In terms of this policy, the gov. has opened the National long distance service to private operators without any restriction on the number of operators with effect from Aug. 13, 2000. Improved affordability of wireless.

- Phone has made the universal access objective more feasible. Bradband connectivity is critical for moving the country towards a knowledge based society. The number of internet subscribers stood at 11.7 million as on Sept. 30, 2012. As a result of various measures as on Sept. 30, 2010. As a result of various measures taken to promote broadband in the country, the number of broadband subscribers grew from 3-28 million as on March 31, 2010 to 4.8 million as on March 31, 2012.

This shows that development for the Transport and communication in India.

**BOX 1.1: Infrastructure – Deficit and 11th Plan physical Targets.**

<table>
<thead>
<tr>
<th>Sector</th>
<th>Deficit</th>
<th>11th Plan Targets</th>
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<tbody>
<tr>
<td>Road Highways</td>
<td>65,590 Km. of NH. Comprise only 2% of Network : Carry 40% traffic 12% 4 laned; 50% 2 laned and 38% single laned.</td>
<td>6 Lane 6500 Km. Gq. 4 Lane 6736 Km. NS-EW. 4 Laned 20,000 K.M. 2 Lane, 20,000 Km. 1000 Km. Expressway.</td>
</tr>
<tr>
<td>Ports</td>
<td>Inadequate berths and rail / road</td>
<td>New capacity : 485 MMT. In major parts.</td>
</tr>
<tr>
<td>Airports</td>
<td>Inadequate runways, aircraft handing capacity, parking space and terminal buildings.</td>
<td>Modernize G Metro and 35 non metro airports 3 green field in NET; 7 other green filed airports.</td>
</tr>
<tr>
<td>Railways</td>
<td>Old Technology, saturated routes, slow speeds ( freights ) 22 kmph., passangers: 50 Kmph.</td>
<td>8132 Km. New Rail, 7148 Km. gauge conversion, modernize 22 stations, activated frights corridors.</td>
</tr>
<tr>
<td>Power</td>
<td>13.8 percent peaking deticit ; 96% energy 40% transmission and distribution losses.</td>
<td>Add 7857 Mw. Access to all rural households.</td>
</tr>
<tr>
<td>Telecom IT.</td>
<td>Only 18% of market accessed absolute hardware; acute human resources shortages.</td>
<td>Reach 6600 mm. subscribers 200 m. in rural area; 20 m. broadband 40 m. Internet.</td>
</tr>
</tbody>
</table>

Source – Gov. of India, Planning comm.. 11th 5 Years plan 2007 – 2012 ( Delhi 2008 ) Vol – 1 Box 12.1 P. 255
PROBLEMS AND ISSUES TRANSPORT AND DEVELOPMENT:

The status paper of the ministry of Roadways and communication released in March 1990 highlighted the following six issues in Development:

1) Technology upgradation.
2) Expansion of Network.
3) Financial arrangements.
4) Capital restructuring required.
5) Tariff policy
6) Passenger services and freight movements.

In addition to the above problems and issues raised by the status paper it is also necessary to emphasize some other factors that have affected the operation of the ministry Roadways adversely.

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5) Ibid – P.321
6) Road Atlas.