

A STUDY ON MAINTENANCE OF PUBLIC PROPERTY WITH SPECIAL REFERENCE TO METROPOLITAN PUBLIC TRANSPORT CORPORATION IN CHENNAI

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ABSTRACT

The enormous growth in the Indian population had developed more stains in the transportation system of the state. The demand for the travel has generally exceeded the limits as it supply of the transportation and the infrastructure and all their structures and the services. Moreover the public transportation has in particular has entirely overwhelmed. Almost all the public transportation services are mainly overcrowded, are quite slow, undependable, are quite inconvenient despite so many people use the service, they are quite dangerous also. In addition, general society also have the possession and their operations of most open transport administration has enormously diminished the profitability and has increased the cost. India's urban area generally requires an enhanced and an extended open transport services. This paper mainly deals with the public transportation system in Chennai and to analyse the maintenance of the public transportation in Chennai as well as the people's view on the transportation system in the state by collecting informations from general people through random sampling method.

Key words: Maintenance, transportation, public, infrastructure, Urban

INTRODUCTION

Public property is generally referred to as the property which the state of the people have a common right over it. It can also be stated as the property what the people of a country commonly and jointly use (Jackson, 2009). Where as public transportation is also one of the public property that is most probably used by the people of the state. It is also stated that the public transportation generally

face more problems in all the countries and most probably in the developing countries even when the situation completely varies from one country to another (Vasconcellos, 2014).

The Government of Madras in the year 1947 has nationalised the public transportation for the time and it introduced 30 buses initially in the Chennai city and on the other side there were private buses also in operation. All these operations were under the control of the Madras State Transportation Department. Later in the year 1972 there was the complete department that was set up and was turned up into the company in order to enhance the commercialisation in a positive way and to carry forward the social responsibility of the state. Therefore, the government formed the Pallavan Transport Corporation Limited in the year 1972 with 1029 buses under the Companies Act, 1956 (MTC, 2017). Later in the year 1994 the number of buses gradually increased to 2332 in number according to the requirement of the passengers and later it was named as the Dr.Ambedkar Transport Corporation Limited and Pallavan Transport Corporation Limited on 19.04.1994. The area limits of the transportation was split among the Dr.Ambedkar Transport Corporation Limited and Pallavan Transport Corporation Limited. Therefore, according to the interest of the general public it was totally amalgamated into a single corporation under the name of the Metropolitan Transport Corporation (Chennai) Ltd., from 10.01.2001 (MTC, 2017).

The government generally spends lot of money on public transportation for the maintenance of the public transportation (Roor, Birth, Karg, & Strassberger, 2015). Those money that is spent on the public transportation generally comes from the taxes as well as the returns. Moreover the lack of the financial resources is also preventing the necessary investment in (DeCorla-Souza, 2006) the upgradation as well as the maintenance of the existing public transportation system as well as building the new ones. India's urban population mainly puts a enormous stains in the transportation system (Nallusamy, 2016).

The Indian situation is the main typical factor as India falls under the developing countries. The main reason is that it is dependent on the per capita income moreover it is only 7,200 dollars and it is ranked in the 156th position (Central Intelligence Agency, 2016). According to the condition of India every one in five Indian's is poor and below the poverty line. Where 80% of the India's poor live in rural areas the poverty rate in rural areas is 25% and 14% in the urban areas (Yusuf & Bank, 1999) And therefore the fares of the public transportation has to be fixed according to that of their people's conditions which will eventually decline the operating revenue of the public transportation system as it is mainly making it very difficult for the public sector to afford for the maintenance of the public transportation and for the vehicle upgradation or any replacement (Rai & Umesh, 2016).

When having reference to Chennai, the land that consist approximately 4.9 million people and having a area of 426 square kilometres of land ((Hartmann & Unger, 2014)World population review, 2018). Where the public transportation is considered to be the most essential source for the people who live there (Swanepoel & Venter, 2004). The MTC service on buses generally carry more than 15 lakhs passengers every day and it also denotes the chronic overcrowding during the the rush hours were the total capacity is 72 per bus but where nearly 100 people occupy it (Burguillo, Romero-Jordán, & Sanz-Sanz, 2017). Moreover accordingly the city needs a minimum of 5000 public buses in order to meet all the existing demands (CMDA, 2016). In this scenario, the present study attempts to analyze the maintenance of public transport facilities provided by Metropolitan Transport Corporation in Chennai(Hirschhorn, Veeneman, & van de Velde, 2018).

MATERIALS AND METHODS

The study deals with empirical research I.e non-doctrinal study. It deals with both primary as well as secondary source of data and various secondary sources like books, articles, research papers etc. were used as reference. The study deals with survey method and the main tool for calculating or analysing the results in percentage method. The method of collecting is through online survey method by getting a minimum of 300 peoples opinion and answers to the questionnaires.

RESULTS

According to the results analysed from the above questionnaire it is stated that more than 58% of the female population according to the study use the public transportation. Mainly they prefer to use them that is the public transportation as certain people can clearly quote that the public transport has to be given a must priority attention in order to avoid the further deterioration in the air quality and also helps in the traffic safer, even in congestion and notice pollution in the cities.

Mainly the income level of the people is also one factor that decides the use of public transportation in Chennai. Most of the public transportation users are below income group I.e they earn below Rs.20000 as they fall under the category of the students and other small employers, they mainly use metropolitan public transportation where more than 64% of the sample population prefer public transportation are below Rs.20000 income group of people. Whereas 47% of them don't own a vehicle and 30% of them that is the sample population prefer the public transportation as their daily mode of travel for their purposes.

Many public transportation is classified into government buses (metropolitan public transportation), electric trains and metro rails. Where 32% use public buses that is metropolitan public transportation as they are very convenient in nature as they travel through roadways and convenient for the stops. More than 13% of the sample population use electric trains as they are considered to be the developed means of transport and are less time consuming as there is no traffic jams like what happens in the MTC's. And metro rails are the most advanced mode of transportation according to India, they are not widespread in their routes but still they are the fastest mode which consumes less time as that of the electric trains and around 16% of the population prefer metro rails.

More than 30% of the population regularly use the public transportation as they prefer them for daily use. The main aim for using the public transportation is that it is convenient in nature, affordable economically and is available to the general public easily. Most of the sample population, one or the other time definitely use public transportation and travel in the public transportation as they be the convenient one or affordable and even in rare situations public transportation is being used by the population.

It can be taken into consideration that the public transportation like the metropolitan public transportation in Chennai, BMTC's in Bangalore etc. and not only in India in all over the world all the other countries that are developing even though the situation might differ from one country to another and from one city to another. Similarly in Chennai as the total population exceeds more than 4.9 million of people and most of them use public transportation and it is quite difficult for the use that it is the maintenance of the public transportation. More than 72% of the population think that the public transportation is not in good conditions mainly the people feel that the prices are too high or there is no proper service or no proper safety or cleanliness in the public transportation but the population around 33% of them think the fares are too high and almost 40% of people think that all the above statements are similar and have to be taken care. The main reason for the lack of maintenance that is the conditions of the public transportation is of both improper use of them and that of lack of maintenance where 65% of people think to be so and 74% people think that the government should work on the public transportation.

DISCUSSION

On the whole there is a drastic development in the metropolitan public transportation as it has gradually increased its area of service to the people moreover in the year of 1947 it started with 30 buses and in the year 1972 it has given a report of their growth where they had 8 depots, 1029 fleet of

buses, 892 services, 176 routes, and it had given an employment to 12178 people as employees and it had more than 12 lakhs passengers and collected around Rupees two lakh per day which has gradually multiplied in the number and as per the year 2017 it is has increased to more than 33 depots, 3964 fleet of buses providing 3688 services, more than 833 routes is being covered and it has employed around 24223 and an average of 48 lakhs people use the metropolitan public transportation and around 265lakhs rupees is being earned as revenue per day from the services provided (Metropolitan Public Transportation year book, 2017).

On the whole the main crucial or critical problem of the Indian transportation system is the inefficiency, the lack of productivity, an exclusive high operating cost and the large subsidies and the need for them (Paterson, UN-Habitat, Vautin, & Metropolitan Transportation Commission (San Francisco Bay Area), 2015). Mainly the lack of the effective planning and the use of the land control has totally resulted in the development which is expanding rapidly in all the directions for all beyond the old city boundaries (Scott, George, & Prybutok, 2016). Mainly the government should work on the maintenance of the public transportation as all the conditions are being misused extremely and they are being with no proper services. Although the current limits that is the funding limits, it is to be the and it will be the possible way for the government in order to provide the possible and necessary services and in order to improve all the transfer conditions between all the metropolitan public transportation in order to provide proper ticketing and required services for all the public transportation. It is also stated that the main drawback of the metropolitan public transportation is the improper maintenance of those transportation (Hopes, Kramer, & Williams, 2006). Development is much required as the transportation sector, as generally this is a sector that plays an role in yielding certain amount of income to the government (Engelbrecht, 1976). On the whole it can be stated that there is much development that is required in the metropolitan public transportation but the services rendered by them is really plenty that it satisfies all the passengers at last (Costa, 1996).

SUGGESTIONS

It is also to be noted that the regulations that are implemented has to be given a power in the society and they have to be strengthened and the law has to be given a good enforcement and power as it is most importantly required. Whereas most of the population doesn't even have a knowledge about the acts and the laws that are implemented to the prevention of the public transportation.

It can also be stated that certain problems will be reduced if the public transportation is been that is not total commercialisation but a part of that can be given to the public for the development and the good

maintenance of them. It can also be quoted that privatisation certainly plays a major role in the satisfaction part as it is a service that is being rendered by the people and for the people.

CONCLUSION

Moreover and despite all the complaints over the metropolitan public transportation they are providing a fare and good service to the general public the maintenance of the public transportation mainly lies in the hands of the general population as well as the government and the government should implement strict rules and regulations to the transportation department and a separate law must be given a power and implementation. On the whole they are considered as the good service provider and they are generally earning good revenue to the department. There is a gradual development to the growth of the public transportation.

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