

Role of State Transport Undertakings in development of cities with special reference to Pune Mahanagar Parivahan Mahamandal Limited (PMPML)

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Abstract- State Transportation Undertakings assists people to access employment, medical care, recreational opportunities, education and other social resources. S.T.U's Buses take up large public transport in Indian cities, and serve as a cheap and convenient mode of transport for all classes of society. Present research paper highlights on the historical background of Pune Mahanagar Parivahan Mahamandal Limited (PMPML). It also focuses on the role played by PMPML in the development of Pune and Pimpri-chinchwad city and its suburbs.

I. INTRODUCTION

Over the last few decades, the number of motor vehicles in India has greatly increased. There is an explosive growth in both urban and intercity transport activities, as a result of Substantial investments in the transport sector and rapid economic growth.

State transport undertaking means an organization providing passenger road transport service and the ownership of the organization is either by the Central Government or State Government or any Road Transport Corporation established under sec.3 of the Road Transport Corporation Act, 1950 or any Municipality or any Corporation owned by the government. Public transportation assists people to access employment, medical care, recreational opportunities, education and other social resources. It benefits those who choose to ride, as well as those who have no other choice. Public transportation helps in expansion of business. It also helps to reduce road congestion and travel times, air pollution, energy and oil consumption. It benefit to both riders and non-riders. Considering all these advantages there is a need to strengthen and develop public transport. Huge financial losses, inefficient service, increased number of accidents, decreasing number of commuters are the major problems faced by public sector transport undertakings. In order to overcome these problems there is a need of continuous research and development in this field.

Pune Mahanagar Parivahan Mahamandal Ltd (PMPML) is the main public transport organization in Pune and Pimpri-

Chinchwad city. In 19th October 2007 Pune Municipal Transport (PMT) and Pimpri-Chinchwad Municipal Transport (PCMT) organizations has merged and PMPML came in to existence.

II. HISTORICAL BACKGROUND OF PMPML

Pune and Pimpri-Chinchwad are twin cities in which PMPML buses are operating. These are historical cities where various communities live harmoniously together since many years. The IT parks and the auto components hubs are established in the part of these cities. The industrial development of Pune and Pimpri-Chinchwad and its environs covers a span of last sixty years. The Pune Region has come into existence on 7th July 1967 and contains four prominent industrial growth areas. The north west of the city comprising Chinchwad and its environs, the eastern part of the city comprising Hadpsar, Loni-kalbhor and Mundhwa, the north – eastern part comprising Erandwana, Paud road and Kothrud. Out of these areas, Chinchwad and its environs is most prominent in development of industries in the region. The area contains a number of large, medium and small-scale units.

In 1916-17 City Development Act was made applicable to Pune and development of the city started slowly. Population also began to increase, due to which difficulties arose in the communication between various parts of the city. Consequently the idea of bus services in the city was born.

'Tonga' and bicycles were the main public transport means in Pune prior to bus service. In the year 1940, Pune Nagarpalika decided to start a bus service to cater to the need of all commuters of the city. When this news was spread, Tongawalas, who were transporting the commuters, opposed and went on a strike. Tonga owners were against the bus service because it would be the cause of the end of their business. Tonga owners took 'morcha' to oppose bus services but their strong efforts of opposition became ineffective as time passed. All citizen of Pune were in favor of bus service hence ruling congress government of that time passed resolution of starting bus service in Pune at a general meeting. It was agreed that at the beginning bus service will be owned

by a private company. Hence Pune Municipality had demanded tenders from private companies for bus service. Only two companies, the Industrial Service Limited and Silver Jubilee had replied to the offer and submitted their tenders to the Pune Municipality, out of the two tenders Silver Jubilee Company's tender was passed by the Pune Municipality. On 19th June 1940 state government informed the Pune Municipality that giving permission to city Bus service is not in their jurisdiction but it comes under The Governments Regional Transport Department. Later on the 6th of June 1941, the regional Transport Department, after considering the matter of bus service informed the Pune Municipality that the Silver Jubilee Company was given permission to start bus service in Pune, Gradually, in the year 1941, the RTO issued permission to Pune Nagarpalika to run the Bus service in the City area and ultimately permission was granted to M/S Silver Jubilee Motor co, by Pune Nagarpalika to start a Bus service on 2nd June 1941. With this permission from the government, Silver Jubilee company started its bus services in Pune. The shape of the buses was small for the first three years. Only fourteen commuters could sit in the bus. But after 1944 buses which had the capacity to carry 22 commuters came on the roads. Initially only four routes mentioned below were operated and all the buses driven were of petrol.

1. Swargate to Station
2. Swargate to Shivajinagar
3. Lakdi pool to Juna pool gate (Camp)
4. Pune station to Lakadi Pool (Deccan)

The fare charges were 1-Anna (6 paisa) per mile. But later on it was converted into Rupees and kilometers in the year 1959. Tea allowance of 2- Anna's i.e. (12 paisa) paid to the staff. In the beginning the bus tickets resembled the tickets of Cinema Theater of those days. But these tickets were misused. Hence colored tickets red, blue, yellow and green costing 1, 2, 3 and 4 'aanans' were introduced. In the first 7 to 8 years the total sale of tickets rose from Rs 24,00,000 to Rs 88,00,000 and the company earned sufficient profit. During this period some drawbacks were identified in the working of the Silver Jubilee company such as inadequacy of buses, use of only one door, incorrect seating arrangement, misbehavior with civilians and non availability of glass for windows due to which water was directly coming in the buses during rainy season.

In 1948-49 Silver Jubilee Company faced many difficulties in its service. Due to war prone situation there was lack of petrol and diesel. Similarly the parts of buses like tiers, tubes also became scarce which created difficulties in repair and maintenance of the buses. At the same time workers also started demanding the increase in salary, dearness allowance and other facilities. In this situation the company was permitted only a year permission to run the bus service. Due to all these problems the Silver Jubilee Company informed the government that it had no more interest in the bus service and it will discontinue its bus service from 28th February 1950 onwards, when the period of a year's contract came to an end. The silver Jubilee Motor co. informed the Government about

their non continuance of the Bus Service on the expiry of their permits (i.e. upto 1950). By that time, the Pune Nagarpalika was formed into a corporation as Pune Municipal Corporation which was established on 15th Feb. 1950. Pune Municipality became Pune Municipal Corporation and started its own bus service on 1st March 1950. It was named Pune Municipal Transport (PMT). At the beginning with a loan of Rs 15,00,000, PMT purchased 22 old buses from the Silver Jubilee company and 35 new Sheverlate buses by raising a loan of Rs 15 lakh. It retained and employed most of the workers working in Silver Jubilee Company previously. These buses were running

on 14 routes only. Initially, the buses were of small size with a seating capacity of only 14 and no standees were allowed. Gradually it was converted to 22. In the year 1950- ordinary fare of 5 paisa was charged. Luxury Buses were introduced for site seeing purpose by charging Rs 2 per adult and Rs 1 for less than 12 years, as fare. Then in the year 1960 more buses were added to the fleet bringing the total number of buses to 135. Till 1951, standees were not allowed in the buses, but later on permission was obtained from the Govt. for allowing standees.

III. ROLE OF PMPML IN DEVELOPMENT OF PUNE AND PIMPRI-CHINCHWAD AND ITS SUBURBS

The development of Pune and PMT took place simultaneously. In July 1961, the Panshet and Khadakwasla Dam tragedy endangered Pune city and the people residing on the Mula Mutha banks had to be rehabilitated in places away from the river banks. This led to development of settlements away from the main city. After the flood in the year 1961, tremendous growth in development of the city was happened because of availability of transport services. Moreover industrialization, economic growth, sport activities, educational and financial facilities available in Pune urbanization took place at a rapid rate. Gradually the PMT fleet became bigger and bigger as the population increased. Because of increasing demand from the citizen Pimpri-Chinchwad Municipal Transport (PCMT) was formed on 4th March 1977. Gradually the number of commuters and buses increased. Before 2007 PMT and PCMT were separate transport undertakings, there was intense competition on starting of new routes in their respective areas and overlapping of routes where buses of the two undertakings plied needlessly on some routes. Hence it was decided to merge these two companies.

On 19th October 2007 both the organizations have merged and Pune Mahanagar Parivahan Mahamandal Ltd. (PMPML) came in to existence. The company was formed after the state urban development department issued a government resolution (GR) on April 19, 2007. The recommendation for the merger of the PMT and the PCMT was made by the Supreme Court-appointed Bhure Lal committee and the Pune-based Central Institute of Road Transport. The merger came about after many hurdles including delays in approval of the proposals by the two municipal corporations. PMPML was

formed to reduce unhealthy competition between PMT and PCMT and to strengthen urban public transport, but instead of positive changes the situation has worsened.

Pune is considered to be an educational and cultural center of Maharashtra. It is a well known historical place. It is surrounded by forts, rivers, gardens, greeneries, etc. It is well known for education, a military center, Religious functions, cultural activity, dramas, and movie theaters and so on, now it is becoming I.T. city, B.R.T. city where people like to live and enjoy. It had changed its profile to an industrial city in the late 1970's. The proximity of Pune to Mumbai and the availability of infrastructure facilities, existences of transport and communication services and also the presences of skilled and unskilled man power attached a large number of industries to this region especially after a ban was imposed on Mumbai's further industrial expansion in 1960. Except a few major industries which has been set up on the eastern side of Pune city most of the industries developed around the Pune Mumbai highway north of Kirkee cantonment in the vicinity of Pimpri-Chichwad. The process of migration of people from different parts of the country as well as from the neighboring areas also continued because of employment opportunities created by rapid industrialization. PMPML has a lion's share in the development of Pune. Together with the development of Pune, certain changes have been introduced in PMPML such as construction of new bus stops, starting of new bus routes and improvement in buses etc.

PMPML is the main public transport organization in Pune and Pimpri-Chinchwad city. It provides its Bus Service to the citizens of Pune and plays a vital role in providing affordable and convenient Public Transport Service that helps the people to reach any nook and corner in and around PMC and PCMC area. It is useful for different groups of people like students, employed people, senior citizens, people visiting Pune city etc. PMPML Bus Service has been serving the people on the same line of PMT, formely known as Pune Muncipal Transport, since last 58 years. PMPML has a big share in the City Developments as people give priority to those areas where PMPML bus facility is available while selecting their houses to settle down. Every effort is made by PMPML to serve the people and match their goal.

IV. CONCLUSION

Thus PMPML is the main public transport organization in Pune and Pimpri-Chinchwad city. It provides its Bus Service to the citizens of Pune and plays a vital role in providing affordable and convenient Public Transport Service that helps the people to reach any nook and corner in and around PMC and PCMC area. It is useful for different groups of people like students, employed people, senior citizens, people visiting Pune city etc. PMPML has a big share in the City Developments as people give priority to those areas where PMPML bus facility is available while selecting their houses to settle down.

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