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Development Of Transportation And Communication Infrastructure Of Bagalkot District

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Abstract: ***Empirical evidence showed that basic infrastructure very much important in development of economic activities and This paper explored the Transportation and Communication Infrastructure development in Bagalkot district with the help of Secondary data from 2010 to 2013. In this paper we considered two phenomena these are, Transportation Infrastructure Indicators like Road Length, Railway Length, No. of Vehicles, Bridges. Second, Communication Infrastructure like No. of Post Offices, No. of Telephone Exchange and No. of Telephones. The results show that Transportation and Communication was insufficient development in study area. So, The local government will take some necessary actions and make development policies towards developing basic infrastructure in Bagalkot district. Overall once the basic infrastructure foundation is strong, development is not only easily attainable but it is also continuous, stable, quantitative and qualitative.***

Keywords: Basic Infrastructure, Transportation, Communication.

I. INTRODUCTION

Basic Infrastructure investment has the effects of contributing to increase the productivity and it is expected to contribute to future economic growth in developing countries like India, where basic infrastructure is still insufficient. Therefore, basic infrastructure development is one of the most integral parts of the public policies in this countries.

Broadly speaking, infrastructure falls into two categories: economic infrastructure; which refers to facilities that directly affect economic activities, including power supply, transportation and telecommunications; and social infrastructure: which denotes facilities that mainly affect people's living standards, including education, sanitation and social welfare. The main purpose of this paper is to review the development of transportation and communication infrastructure in Bagalkot district of Karnataka state.

II. CONCEPT OF INFRASTRUCTURE

Infrastructure generally define that the term infrastructure is generally physical framework of facilities through which Goods and Services are provided to the Public.

WORLD BANK

The World Bank treats power, water supply, sewerage, communication, roads, bridges, ports, airports, railways, housing, urban services, oil/gas production and mining sector as infrastructure.

ECONOMIC SURVEY

The economic survey considers power, urban services, telecommunications, posts, roads, ports, civil aviation and railways under infrastructure sector.

III. REVIEW THE LITERATURE

Buddhadeb Ghosh and Prabir De (1998): In their paper "Role of infrastructure in Regional Development: A Study Over the Plan", have tried identify role of physical infrastructure facilities and planning in regional income determination in Indian states. For this purpose they constructed physical infrastructure development index (PIDI) for each state by using principal component Analysis (PCA). The economic variable used are per capita net domestic products (PCNDP), per capita plan outlay (PCPO), agricultural yield (AY), productivity of employees in manufacturing industries (PEMI). The study finds that low infrastructure development is responsible for low level of that economic activity, the study points out low investment as failure for low level of physical infrastructure and suggested for district level in depth studies in trade major region.

Karen Coelho (1999): Tried to determine impact rural roads improvements in Bangladesh and implications of such a shift and pattern of rural-urban linkage facilities by improved roads and effects of integration into urban, national and global economics on rural livelihoods for this selected eight roads in different parts of Bangladesh which improvements carried out under rural road project in (CARE) Bangladesh and integrated food for development (IFFD) project, in collaboration with the government of Bangladesh were designed to facilitate year round accessibility on a key categories of rural roads that connect important village markets to sub district (Thana) headquarter, growth centers, feeder roads and study found that the roads improvements largely served to facilitate or accelerate process of change already underway in rural-urban or inter village relations and problems with many of the assumptions made by traditional models of planning and assessment of the road projects.

MI-HEE Park & W. Koo (2005): inquired into the relationship between telecommunication and the volume of trade and specially effect of improved telecommunication on bilateral trade of agricultural and non-agricultural goods among the organization for economic co-operation and development member countries in each year form 1997 to 2001, for purpose modified gravity-type model is developed and applied to identify factors affecting international trade flows from exporting countries to importing countries and study indicate that per capita GDPs, geographical sizes and telecommunication investment in both exporting and importing countries are significant and positively related to the value of bilateral trade between than in agricultural trade, the investment in telecommunication in importing countries is more important that of exporting countries.

Srinivas, B and Srinivas Rao, P (2013): tried to examine the theoretical framework of infrastructure and analyze the socio-economic relationship between infrastructure development and economic growth. This study based on secondary data collected from the different sources like world development report (WDR) of various years, human development report (HDR) of India (2011) and existing growth theories. Particularly this study not related to any region, state but its concern India's socio economic perspective, Hence, the result of the study indicate that the infrastructure services are essential to achieve development targets in any economy some of its major dimensions include the level of economic growth, education, health services, degrees of modernization, status of women so on but neither human well being nor of economic growth is possible only through the provision of economic infrastructure as well as social infrastructure.

Nasir Nadeem, Khalid Mustaq and Mohammad Ishaq Javed (2011): attempted to quantify the impact of public infrastructure (both social and physical) investment on Total Factor Productivity (TFP) in Punjab, Pakistan by using the Multivariate Cobb-Douglas production function for the period 1970-2005 time series data were used. This study concludes that public investment on social infrastructure, physical infrastructure and agriculture had been contributed significantly and positive to total factor productivity and there was no problem of autocorrelation and Multicollinearity tests in the model and suggested that investment in both social and physical infrastructure enhance agricultural productivity in the region.

OBJECTIVES OF THE STUDY

The present study propose to analyze the development of basic infrastructure like transportation and communications. The following objectives of this study.

- ✓ To Analyze the Transportation Infrastructure Development in study area.
- ✓ To Explore the Communication Infrastructure Development in study area.

SOURCES OF DATA

This study mainly based on secondary data at district level such as, published by State Planning Department, Directorate of Economics and Statistics, Bengaluru and District Economics and Statistics Department, Published literature in the form of books, articles and others to provide information for this study.

SELECTION OF THE STUDY AREA

Basic Infrastructure development can be identified at various levels of the geographical regions such as a national level and state levels. It is quite common that several attempts have been made at national level due to policy implications. But at District levels least studied for this purpose Bagalkot district were selected as a unite for this study.

DISTRICT PROFILE

Bagalkot District is an administrative district in the Indian state of Karnataka. The district headquarter is located in the town of Bagalkot. The district is located in North Karnataka and Borders Belagavi, Gadag, Koppal, Raichur and Vijaypur. The new Bagalkot district was curved out Vijayapur in 1997 via Government of Karnataka District Directive Notification. The Bifurcated Bagalkot district covers 6575 Sq Km and It has Six Taluks, these are Badami, Bilagi, Hunagund, Jamkhandi and Mudhol.

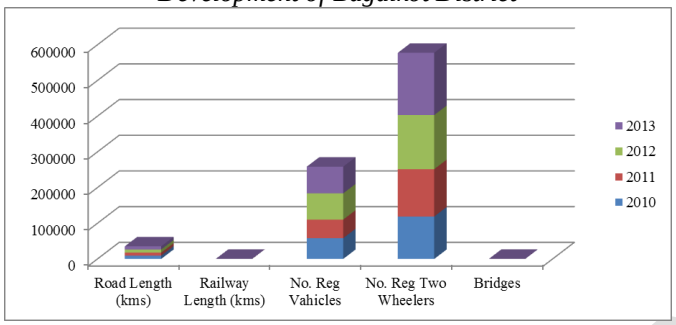
IV. DEVELOPMENT OF TRANSPORTATION

Table 1 is indicate that Transportation Infrastructure since four year insufficient development road and railway length is not developed as comparing Number of registered vehicles (four and two wheelers) overall table showing that there is no considerable development of Transportation Infrastructure in Bagalkot district. Figure 1 is showing more clear picture.

Years	Road Length (kms)	Railway Length (kms)	No. of Reg Vehicles	No. of Reg. Two Wheelers	Bridges
2010	9264.82	39.10	58256	118975	29
2011	8351.11	77	51951	132666	25
2012	8833.19	77	73578	151516	28
2013	8835.29	77	74819	174429	29

Source: District Official Website Annual Reports

Table 1: Deatails of Graph of Transportation Infrastructure Development of Bagalkot District



Source: District Official Website Annual Reports

Figure 1: Graph of Transportation Infrastructure Development of Bagalkot District

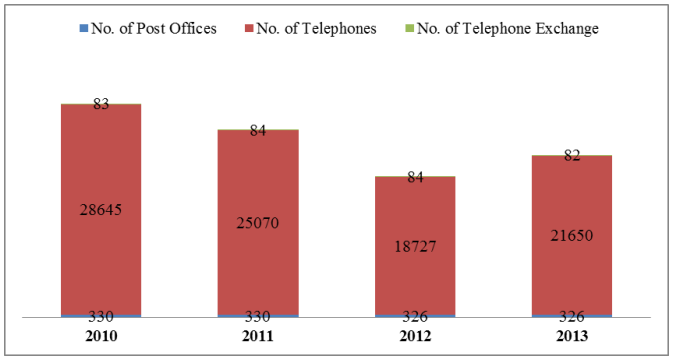
V. DEVELOPMENT OF COMMUNICATION

Table 2 is showing the development of Communication in study area from 2010 to 2013. Number of telephones decreasing starting three years and 2013 little increases. But when we saw number of post offices is not considerable changes in study area finally overall communication infrastructure development is very poor as we clear idea in figure 2.

Years	No. of Post Offices	No. of Telephones	No. of Telephone Exchange
2010	330	28645	83
2011	330	25070	84
2012	326	18727	84
2013	326	21650	82

Source: District Official Website Annual Reports.

Table 2: Details of Communication Infrastructure Development of Bagalkot District



Source: District Official Website Annual Reports

Figure 2: Graph of Communication Infrastructure Development of Bagalkot District

VI. CONCLUSION

This paper attempted to analyze the Transportation and Communication Infrastructure development in Bagalkot district. The result of this study showing that the development of Transportation and Communication Infrastructure is stable and decreasing so Local government has need to plan to develop the Infrastructure and need to further study to development starts from district level to national level, because India has full of Villages. Finally we say in one word 'without an Infrastructure you are Just not Social'.

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