

Agricultural Transportation: Issues and Related Constraints

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SUMMARY

This article examines agricultural transportation issues relating to India. The pattern of agricultural marketing is strongly influenced by the nature of transport services. Many developing countries suffer from monopolistic, low volume and high cost transport and marketing systems. Economies of scale are present in both transport and marketing operations. In the following we will consider transport costs, the impact of roads on rural development, access to markets and the potential use of intermediate means of transport.

INTRODUCTION

A efficient vehicle framework is basically essential to effective agrarian promoting. On the off chance that transport administrations are rare, of low quality or are costly then farmers will be at detriment when they endeavor to sell their harvests. A costly help will normally prompt low homestead entryway costs (the net value the farmers gets from selling his produce). Regularly closed streets or moderate and rare vehicle administrations, combined with poor stockpiling, can prompt misfortunes as specific harvests (for example milk, new vegetables, tea) break down rapidly after some time. In the event that the excursion to advertise is made over unpleasant streets, at that point different harvests (for example bananas, mangoes) may likewise experience the ill effects of wounding; this will likewise bring about lower costs to the rancher. agriculture is best served by reliable high urban, and global, request. This is best realized by a proficient, high volume, transport and promoting framework where the shipping and showcasing unit costs are low. In the event that the edge between what the farmers gets from the offer of his produce and what the urban purchaser pays for his produce is high then the successful interest moved to the farmers will be correspondingly be decreased. Essentially on the off chance that inward vehicle costs in a nation are especially high, at that point the degree for agriculture fares will likewise endure in correlation with other increasingly productive nations.

The example of farming showcasing is unequivocally affected by the idea of transport administrations. Many creating nations experience the ill effects of monopolistic, low volume and significant expense transport and advertising frameworks. Economies of scale are available in both vehicle and promoting tasks. In the accompanying we will consider transport costs, the effect of streets on rustic turn of events, access to business sectors and the potential utilization of transitional methods for transport.

Role of Intermediate Means of Transport in Agriculture

The effects on agricultural production can be manifold:

- Cultivation of bigger areas
- Usage of progressively prolific, however remote, soils
- Production of heavier corps

- Increased utilization of fertilizer and manure
- Reduced pest damage and spoilage at crop harvest time
- Decrease of transport time, halfway utilized for money age
- Reduced effort and drudgery involved in human portorage
- Spill-over effects if animals are used for ploughing and transport

Transportation Cost of Agricultural Produce and Farmer's Income

Cost of transportation of Agricultural produce from the homestead destinations to the market greatly affects creation and pay of farmers This is because transport charges on agricultural produce vary with type of crops, the efficiency of the transport and distance travelled. A critical extent of the farmers's pay had gone to transportation and this is because of awful streets in these territories. Significant expense of transportation would mean high selling cost and if the cost is too high when contrasted and different farmers from different regions, clients won't purchase and this may result to selling at a misfortune.

The significance of a productive and serious showcasing framework has been worried as a supplement to rural transport services (RTS) and foundation in advancing turn of events. In any case, the nearness of business sectors in them additionally comprises a methods by which the powerful interest for transport can be expanded. A market goes about as a point where merchandise and individuals are amalgamated together and in this way focusing the interest for transport. Where populaces are scattered markets are likewise prone to be scattered with long normal separations to market and individuals more averse to make the excursion. This is a significant thought for the interest for Transitional methods for transports where, if separations become excessively enormous, a Half way methods for transport may not be practical.

Moreover, one of the best ways that farmers have of getting the best cost for their produce is for them to sell it themselves straightforwardly to definite buyers at provincial or urban markets, and in this way sidestep the ordinary promoting framework. Despite the fact that farmers don't have the economies of size of voyaging wholesalers it is frequently perceived by urban inhabitants that the quickest costs are regularly given by the ranchers. Farmers offering their own produce for sale to the public speak to a significant method for constraining the intensity of the showcasing cartels. farmers depend on travelling wholesalers, brokers, parastatals or huge private showcasing organizations they all lessen the farmers dealing power, and fundamentally, it decreases interest for transport administrations and the inventory of vehicles accessible for country individuals. There is generally little help by the experts for 'informal' exchanging and farmers are every now and again bugged as they endeavor to sell.

Problems of Road Transport in India

Road transport of the country is facing a number of problems. Some of these problems are discussed below:

- A large portion of the Indian streets are unsurfaced (42.65%) and are not reasonable for utilization of vehicular traffic. The poor support of the streets exasperates the issue particularly in the stormy season.
- 60% of villages are without roads in India. It unfavorably influences our farming and country economy.
- There is overwhelming taxation rate on engine transport in India. There are numerous registration, cost assessment and octoroon obligations assortment focuses on the streets which

cut down the speed of the traffic and sit around. Pace of street charges differ from state to state and interstate licenses are hard to get.

- As per 'Road Transport Reorganization Committee, 90 percent of the administrators are little administrators possessing five vehicles or less. Inferable from this modest number, palatable and proficient assistance isn't being given to the individuals.
- Because of significant expenses of oil based commodities and diesel operational expenses of street transport are rising and making the method of transport all the more exorbitant.
- In India, streets are not all around kept up as there are no auspicious fixes.
- There is next to no support of private segment in street advancement in India in view of long incubation period and low-returns.
- There has been no strength in approach identifying with interstate improvement in the nation. It has changed with the difference in government.

Measures Taken for Improving Rural Road Infrastructure by Government

Some of the government's measures to improve rural road infrastructure are as follows:-

- **Pradhan Mantri Gram Sadak Yojana (PMGSY)** was propelled on 25th December 2000 as a completely subsidized Halfway Supported Plan to give all climate street availability in provincial regions of the nation. The program conceives associating all residences with a populace of 500 people or more in the plain territories and 250 people or more in slope Expresses, the ancestral and the desert zones.
- **The District Rural Roads Plans (DRRPs)** have been created for all the areas of the nation and Center System has been drawn out of the DRRP to accommodate in any event a solitary network to each target residence. This arranging exercise has been done with full association of the three level Panchayati Raj Organizations.
- Huge scope update of Country Streets Manual were done by IRC at the extraordinary intercession of Service of Rustic Turn of events. This Manual has set up the guidelines for development of Country Streets.
- A three tier quality mechanism has been operationalised to ensure quality of road works during construction..
- There is an arrangement of two bills of amounts, one for development and another for routine upkeep on singular amount premise sum each year for a long time and the contactor is required to offer for development as well as for support independently.
- An electronic internet observing, the executives and bookkeeping framework has been created under the PMGSY. The online framework and site is being overseen and kept up as a team with NIC and CDAC.
- The Focal Government has made a devoted store, called Focal Street Reserve through assortment of cess from petroleum and diesel. Directly, Rs. 2/- per liter is gathered as cess on petroleum and Rapid Diesel (HSD) Oil. The store is conveyed for improvement and upkeep of National Interstates, State Streets and Provincial Streets.
- Uncommon development innovation to handle the development of streets in the sloping locales would be embraced to guarantee quality streets inside a particular time span.

- Advancing support of private administrators on non suitable semi urban/provincial courses through great strategy system.

Suggestions for Better Rural Road Network

Some of the possible suggestions are:-

- An inclination must be made in country individuals that they are getting or fabricating an advantage for themselves and group of people yet to come as opposed to having an inclination that administration is building a street and that the significant recipients are the administration offices or the contractual worker. At the end of the day they ought to have sentiment of having a place rather than separation.
- If village people are made mindful about their base needs and guaranteed that all help will be pending for appropriate upkeep and consistent overhauling of the street with time and need, they will have an agreeable demeanor and would aid numerous ways during the underlying development, or resulting support.
- The land for get to street alongside raising of the track and legitimate waste of the village ought to likewise be considered with different offices for the village during land combination. The land for get to street on dike might be viewed as like land saved for Panchayat land and other normal offices to the village.
- The least complex and first phase of street development is an appropriately cambered arrangement, with sensible shoulder width and seepage framework.
- The street development work can be taken up in lean cultivating period, where by free (whenever oversaw) or modest work could be accessible.
- Another source of raising fund for the rural road development could be, levying a sort of a cess on the saleable produce. This could be collected from the farmers at the market place, sugar mills, rice mills, etc. Many market places (Mandies) do levy a cess on the parked vehicles and produce sold, for the development of market place and for the facilities provided. Even the private wholesale dealers charge commission over the sale. At present most to the farm produce is purchased by the governmental agencies and the price offered is according to the rates fixed by the government, thus the cess to be collected may form a part of the price offered. The cess collected from market place may be distributed amongst the villages feeding the market place.
- A cost duty can be gathered by panchayat from the vehicles visiting the villages. The rates could be distinctive for various sorts of vehicles.
- Banks can likewise be approached to change their arrangement and ought to consider propelling advances to village at ostensible enthusiasm for development of country streets giving access to the village which would not include more serious dangers than that of existing method of propelling advances to craftsmans, and so on for setting up their shop, workshop and so on. for expanding the pay.
- Villages choose ought to be like determination of poor families in a village or region for their upliftment. These families are given some store for raising their methods for work.
- The legislature can likewise give coordinating award to the assets raised by Panchayat by charge assortment, gift, and so forth for get to street development to in reverse villages.

CONCLUSION

Transport plays a significant role in the structure of food production and marketing and that easy transport to market can make all the difference in the level of rural incomes. An improved transportation will encourage farmers to work harder in the rural areas for increased production, add value to their products, reduce spoilage and wastage, empower the farmers as well as having positive impact on the productivity, income, employment level and reduce poverty level in the rural areas. Finally, transport is also seen as a facilitating factor in the mobilization of the farmers and other allied workers in the overall national development of the nations.

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