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THE NATIONAL SAMPLE SURVEY

SEVENTH ROUND : OCTOBER 1953—MARCH 1954

NUMBER 13

REPORT ON
HOUSEHOLD TRANSPORT OPERATIONS

WITH A FOREWORD BY
P. C. MAHALANOBIS

Issued by
The Cabinet Secretariat : Government of India

Printed by the Eka Press, Calcutta in 1958 and published
by the Manager of Publications, Civil Lines, Delhi-8

For use of the Indian Statistical Institute

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FOREWORD

0.1. The National Sample Survey was started in 1950 with the object primarily of filling gaps in statistical data, and special emphasis has continued to be given in successive rounds of surveys to the collection of information relating to the household sector of the national economy. Productive enterprises, which were owned and operated singly or jointly with other members of the same household or other households, were classified, as a matter of convenience, into agriculture and animal husbandry, manufacture and handicrafts, transport, trade, and professions.

0.2. Information on transport services rendered by households has been collected from the very beginning, but the size of the sample was small up to the Sixth Round. In the Seventh Round (October 1953—March 1954), a relatively large number of households engaged on transport services was investigated and findings based on this survey have been given in this report.

0.3. The data collected have reference only to that part of the transport services which is sold for cash or kind. This is a severe limitation because it is possible that a large volume of transport services in rural areas is used by the owners themselves which are excluded from the present survey.

0.4. The total number of households engaged in transport services was comparatively small, only 1.46 million, of which 1.06 million (73 per cent) were in rural areas. Owing to the seasonal nature of the activity only about half of the households were actually working during the reference period of the survey. In all, 1.1 million persons were engaged in transport services which is 0.78 per cent of the total working population. The monthly net earning per working household was Rs. 20.46 (46 per cent of Rs. 44.10, the average gross earning per household) in rural areas; and Rs. 55.16 (or 62 per cent of the gross earning of Rs. 89.19) in urban areas.

0.5. It will be seen that the household transport sector is a small part of the national economy. The present data are, however, not complete as they refer only to that part of the transport services which is rendered for compensation received in cash or in kind. The transport services utilised for the owners themselves, which have been excluded from the present survey, may, however, be quite appreciable in rural areas. Although this report thus gives only a partial view of the sector, being the first study of its kind, it would have interest and value.

0.6. The report was prepared under the direction of Satyabrata Sen by K. G. Chandrasekharan Nair, Bijankumar Datta Roy, S. Ramanatha Iyer and others in the Household Enterprise Section in the Department of National Sample Survey of the Indian Statistical Institute (ISI). The final form is naturally the result of co-operative effort of men in both Statistical and Field Wings of the National Sample Survey (NSS). Specific mention may, however, be made of Debabrata Lahiri and Nimai Charan Ghosh of ISI for design and planning of the survey; Haricharan Ghosh, Chief Director, NSS, for field work, and Birendra Mohan Das Gupta of ISI for editing.

1 November 1958

P. C. MAHALANOBIS

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*This Report on Household Transport Operations was prepared by the Indian Statistical Institute and is being published in the form in which it was submitted to the Government of India. The views contained in this report are not necessarily those of the Government of India.**

CHAPTER ONE

SCOPE, COVERAGE, DESIGN AND SUMMARY OF RESULTS

INTRODUCTION

1.1. Transport service as a vital constituent in the productive activity, no doubt, plays a very significant role in the present-day economic system. The total facilities in India, however, consist not only of mechanised means of transport by land, sea and air but also of bullock carts and similar other forms of transport operated by individual households. Some details are available in respect of certain sections of large-scale and mechanised transports such as the railways, but information relating to small-scale and unorganised means of transport is almost absent. Animal and animal-drawn transport and transport by small wooden boats, though antiquated, are still abundant in India, and so also is carrying of goods by human beings. The bullock carts, horses, ponies and camels serve the remote parts of this big country, not accessible to any other form of transport. In urban areas also the non-mechanised forms of transport are used to a great extent.

1.2. Data on small-scale transport operations were collected in the National Sample Survey by completing questionnaires from a sample of households engaged in transport operations. This report is based on particulars collected in the seventh round of the survey. In the four previous rounds, viz., third, fourth, fifth and sixth, the sample households for survey of different kinds of enterprises were selected from a common list of households in the sample villages. The proportions of households following different kinds of occupations as they existed in the population were reflected in the sample. Since the proportion of households engaged in transport operations was very small, the number included in the sample was also very small. Consequently,

*The draft report (No. **D. 17**) was submitted to the Government of India in December 1956.

in these four rounds, the effective sample sizes were very small and it was not worthwhile to take up detailed tabulation of these data. In the seventh round, to obviate this difficulty, separate lists of households were prepared for different occupations and a large number of samples were selected from households which were offering transport services. In all, 4394 sample households engaged in transport operations were interviewed and this larger sample size accounts for the preference for tabulation of the seventh round data to those of the previous rounds.

1.3. The seventh round covered a period of six months from October 1953 to March 1954. Particulars were collected from 2742 households chosen from 959 sample villages and 1652 households chosen from 443 urban sample blocks covering the country. One sample village and a sample block had, however, to be treated as casualties. The manner of selection of villages, blocks and households, and concepts and definitions have been described below.

Scope of the survey

1.4. The estimates presented in this report are based on data collected in respect of all transport enterprises undertaken either by individual households or jointly by more than one household. By transport enterprise is meant the offering of transport service to others as a business proposition. The common examples are the carrying of passengers or goods on payment of hire charges by means of a vehicle or by a person or an animal. Thus, porters selling transport services have also been brought under the scope of this survey. Those households which rented out their transport vehicles to others and did not operate them directly with household or hired labour have been left out since the very act of hiring out their means of transport makes them rent-receivers. Again, those households have been excluded which used transport equipment exclusively for some other enterprises of their own and did not hire the services out. Government agencies, joint stock companies, co-operatives and similar other non-household enterprises engaged in transport operations were also outside the scope of the survey.

1.5. It may be mentioned here that if any sample household carried on joint activities of transport and repairing services, the data regarding transport enterprise and repairing services were collected separately and the common costs between the two were allocated in proportion to their gross earnings.

1.6. All the particulars regarding land, buildings, draught and pack animals, transport vehicles, consumption of fuel, lubricants and cattle feed and gross earnings have been collected and tabulated. Information collected relates, in general, to the reference period of a month preceding the date of survey. In the case of consumption of cattle feed, fuel, lubricants and other materials data for the reference period of a week preceding the date of survey also have been collected. The tables presented in this report, however, give only monthly estimates. No attempt has been made to estimate annual values lest the seasonal factors should vitiate the accuracy of the results.

1.7. All households who derived the whole or a part of their income by rendering transport service were included in the frame for selection of sample households irrespective of whether they were actually engaged in the enterprise during the month prior to the date of investigation or not. Thus, the households who were not rendering transport service in the reference period but regarded themselves to be usually in the occupation were also selected for survey in view of the seasonal nature of the enterprise. Investigations for the seventh round were undertaken in October 1953 and continued up to March 1954. During this period agricultural operations in respect of kharif crops were at their height and hence it is likely that activities in respect of transport enterprise remained suspended in all those households where agriculture provided the chief means of livelihood and transport service occupied a subsidiary position. In regard to such households, information on employment and gross earnings could not be had as the reference period to which the data were to pertain was a month preceding the date of investigation. However, the data on fixed capital and cost of upkeep of animals maintained for transport enterprise were available.

1.8. Because of this seasonal variation two sets of estimates have been prepared. One set relates to all households offering transport services regardless of their stoppage of activities at certain periods of the year and the various particulars relating to employment, expenses and income have been spread over all these households. These estimates will be useful later to study seasonal fluctuations when data relating to different points of time will be collected (Appendix II). The other set relates to only those households which were offering transport services in the reference period of this survey and excludes all those which were not operating in this period. The particulars of employment, expenses and income of these operating households have been shown separately (Appendix I). To make the position clear, the tables have been given in two separate sets in Appendices I and II.

1.9. A point about the data relating to fixed capital should be noted. In the case of land and buildings, the 'cost of acquisition' and not the value on the date of survey was collected. Similarly, for transport vehicles, tools, draught and pack animals etc., the value at first use has been collected. The 'cost of acquisition' or 'the value at first use' will not, however, admit of any comparison on account of the changes in price at different times when similar assets may have been acquired by different households. This procedure, in spite of its limitations, was adopted due to some practical difficulty of determining their values on the date of survey. However, it may be mentioned here that this method has been adopted in other major surveys like the Census of Manufacturing Industries, also. In cases where land and buildings etc. were inherited by the present operator, the cost of acquisition could not be ascertained. Hence, the data relating to fixed capital items given in this report have reference to the cost of acquisition of non-inherited part only.

Coverage

1.10. As in the four earlier rounds, the geographical coverage of the seventh round of the survey was the whole of rural and urban areas of the Indian Union excluding Jammu and Kashmir, and Andaman and Nicobar Islands. Altogether more than 40,000 sample households were visited for the different enquiries undertaken in this round. The number of households contacted for particulars of transport enterprise were 4394 of which 2742 were from rural areas and 1652 from urban areas.

Design of the survey

1.11. *Rural areas :* The sampling was done in three stages. In the first stage, sample tehsils were selected after suitably stratifying all the tehsils into 240 strata. In the second stage, sample villages were selected from each selected tehsil and in the third stage, sample households were selected from each of the sample villages.

1.12. India was first divided into 'Natural Divisions' as defined by the Registrar General, Ministry of Home Affairs, Government of India. The total consumer expenditure for each Natural Division was then calculated on the basis of data collected in the first round of National Sample Survey and the allocation of the number of tehsils to be sampled from the different Natural Divisions was proportional to these consumer expenditures. Stratification of tehsils within each Natural Division was done on the basis of density of population subject to the condition that total consumer expenditure of each stratum within the Natural Division would be more or less equal. The number of strata so formed in each Natural Division was such that two sample tehsils were to be selected from each stratum. Thus, the total consumer expenditures of all strata of all Natural Divisions were approximately equal. The number of strata, so constituted, was 240.

1.13. From each stratum, two sample tehsils were selected with probability proportional to area or population of the tehsils and with replacement. Within each selected tehsil two sample villages were then selected again with probability proportional to area or population of the villages and with replacement. Thus, in all, 960 sample villages were selected for survey.

1.14. In each sample village all the households were listed with indications for broad industrial grouping by the productive enterprise of the household. The list of all households engaged in transport enterprise was then prepared and from this 10 sample households were selected for survey on details regarding transport enterprise. In those villages where the number of households engaged in transport enterprise was less than 10, all the households were selected. The total number of households so selected and surveyed was 2742.

1.15. *Urban areas :* As in rural area the sampling in urban area was also done in three stages. In the first stage, sample towns were selected after proper stratification of all the towns. In the second stage, sample blocks were selected from

each first stage unit and in the third stage, sample households were selected from each sample block.

1.16. All the towns in India excluding the four big cities of Bombay, Calcutta, Delhi and Madras were divided into four strata based on the population of the towns and from each stratum towns were selected separately from four regions constituting the whole of India. These four regions were built up from the six population zones adopted by the Registrar General. Towns were selected with probability proportional to the population of the towns and with replacement. The number of towns so selected was 53 of which 14 were from towns with population 100,000 and over; 9 from towns with population between 50,000 and 100,000; 14 from towns with population between 15,000 and 50,000; and 16 from towns with population below 15,000. Besides these 53 towns, the four big cities of Bombay, Calcutta, Delhi and Madras with population over 1,000,000 were also included in the survey making in all 57 sample towns and cities.

1.17. From each of these 57 urban units, required number of blocks, depending upon the size class, were selected with probability proportional to the total number of households in the blocks and with replacement. The total number of blocks so selected were 444. Procedure of selection of households for particulars of transport enterprise in each sample block was exactly similar to that in the villages. In all, 1652 households were surveyed.

1.18. All-India estimates for rural sector were obtained by summing up all the stratum estimates, which were got first by getting the estimates of totals of all households engaged in the transport enterprise in the sample villages and then by combining them using suitable weights based on the respective probabilities of selection.

1.19. The procedure of estimation for urban areas is exactly similar to that for rural areas. First, the estimates of totals of all households in transport enterprise in the sampled blocks were obtained and they were coalesced together to give stratum estimates making use of proper weights depending on the corresponding probabilities of selection. All-India estimates were got by adding all the stratum estimates.

Summary of main results

1.20. *Households :* There were 1.46 million households in India engaged in household transport enterprise as estimated from the seventh round of the National Survey (October 1953–March 1954). 1.06 million of these households (73 per cent) were in rural areas and the remaining 0.40 million (27 per cent) in urban areas.

1.21. Due to seasonal nature of the activity only 51 per cent of the households in rural areas (0.55 million) and 92 per cent in urban areas (0.37 million) were actually working in transport enterprise during the reference period of the survey.

1.22. *Type of transport :* In rural areas out of the total number of 1.06 million households 0.91 (86 per cent) million were operating animal-drawn transport or animal transport and all other types of transport were of minor importance.

1.23. In urban areas animal-drawn and animal transport accounted for the activity of 0.12 million households (30 per cent) out of the total number of 0.40 million households, man-driven transport like push cart, rickshaw for 0.14 million households (35 per cent) and transport coolie and porter activities for 0.12 million households. (30 per cent).

1.24. *Employment :* In all, 1.11 million persons were engaged in household transport enterprise which is only 0.78 per cent of the total working population. Figures separately for rural and urban areas are 0.67 million and 0.44 million respectively.

1.25. The average employment per working household for the country as a whole was 1.22 and the rural and urban averages were 1.23 and 1.21 respectively.

1.26. *Fixed capital :* Cost of fixed capital employed in household transport enterprise excluding land and buildings was Rs. 436 per household in rural areas of which the larger part viz., Rs. 275 was accounted for by cost of animals and only the remaining Rs. 161 was cost of vehicles and tools. But, in urban areas the per household cost of animals was only Rs. 78 while that of vehicles and tools was higher at Rs. 364 giving a total of Rs. 442 which is very near the rural average. The relatively higher average in respect of vehicles and tools in urban areas was due to the occurrence of larger number of motor transport operators compared with rural areas.

1.27. *Earnings :* Monthly gross earnings from transport enterprise per working household in rural areas was Rs. 44 and the corresponding figure for urban areas was Rs. 89. These estimates include only receipts in cash or kind for transport service rendered and exclude imputed value of own use which may be quite high.

1.28. Monthly net earnings (gross of depreciations of fixed assets) per working household in rural areas was Rs. 20 which is only 45 per cent of the gross earnings while in urban areas the figure was 62 per cent of gross earnings at Rs. 55.

Chapter Two

EMPLOYMENT

2.1. The total number of persons working in household transport enterprise during October 1953 to March 1954 is estimated at 1.11 million for the country as a whole. According to the 1951 Census, the total working population was 142.2 million. Compared with this total in all occupations the proportion in household transport enterprise is very small viz., 0.78 per cent. When the increase in total working population from 1951 to 1953 is considered, the proprotion will, perhaps, be still lower. Figures separately for rural and urban areas are given in Table (2.1).

TABLE (2.1): ESTIMATED NUMBER AND PERCENTAGE OF PERSONS ENGAGED IN HOUSEHOLD TRANSPORT ENTERPRISE IN RURAL AND URBAN AREAS: OCTOBER 1953–MARCH 1954

area	estimated number working in household transport enterprise (000)	total working population from 1951 Census (000)	percentage working in household transport enterprise
(1)	(2)	(3)	(4)
1. rural	670	120,800	0.55
2. urban	444	21,400	2.07
3. total	1114	142,200	0.78

2.2. In rural areas, number of persons working in household transport enterprise was 670,000 which is only 0.55 per cent of total rural working population of 120.8 million while in urban areas the figure was 444,000 which is 2.07 per cent of total urban working population of 21.4 million.

2.3. The total number of households engaged in transport enterprise as the principal or subsidiary means of livelihood is 1.46 million as estimated from the seventh round of the survey. However, there were seasonal fluctuations and all these 1.46 million households were not actively engaged in the enterprise in the period of the survey. The number of households actually operating in the period is estimated at 0.91 million which is only 62.60 per cent of the total 1.46 million. This percentage was widely different for rural and urban areas as can be seen from Table (2.2).

2.4. Since 546,000 households were not actively engaged in rendering transport services during the reference period, the total number of persons working in household transport enterprise were in the remaining 914,000 households which were working during the reference period. Thus, for the country as a whole the average number of persons working in household transport enterprise per household (working in the reference period) during October 1953–March 1954 was 1.22. Table (2.3) shows that there is very little difference between rural and urban areas in regard to this average.

TABLE (2.2): ESTIMATED NUMBER OF HOUSEHOLDS ENGAGED IN HOUSEHOLD TRANSPORT ENTERPRISE IN RURAL AND URBAN AREAS: OCTOBER 1953–MARCH 1954

area	number of sample households	estimated number of households in transport enterprise (000) in the reference period			col. (3) as percentage of col. (5)
		working	not working	total	
(1)	(2)	(3)	(4)	(5)	(6)
1. rural	2742	546	515	1061	51.46
2. urban	1652	368	31	399	92.23
3. total	4394	914	546	1460	62.60

TABLE (2.3): ESTIMATED NUMBER OF PERSONS ENGAGED IN HOUSEHOLD TRANSPORT ENTERPRISE PER WORKING HOUSEHOLD: OCTOBER 1953–MARCH 1954

area	number of sample households	estimated number of		
		working households (000)	persons in transport enterprise	
			total	per working household
(1)	(2)	(3)	(4)	(5)
1. rural	2742	546	670	1.23
2. urban	1652	368	444	1.21
3. total	4394	914	1114	1.22

2.5. The number of working persons included both household and hired labour. The data relating to household and hired labour were collected in terms of man-days per working day in the month preceding the date of interview. These estimates of household and hired labour in terms of man-days per working day for rural and urban areas are given in Table (2.4).

TABLE (2.4): HOUSEHOLD AND HIRED LABOUR IN TERMS OF MAN–DAYS PER WORKING DAY IN RURAL AND URBAN AREAS: OCTOBER 1953–MARCH 1954

area	number of sample households	man-days (000) per working day			hired man-days as per cent of total man-days
		household labour	hired labour	total	
(1)	(2)	(3)	(4)	(5)	(6)
1. rural	2742	564	72	636	11.32
2. urban	1652	377	51	428	11.92
3. total	4394	941	123	1064	11.56

2.6. Figures of man-days per working day show how many persons were working on an average on a working day. A small proportion of persons was not working full time in this line. This is indicated by the fact that while the average number of working persons for the country was 1,114,000 persons, the average man-days per working day were 1,064,000. Of the total man-days of 1,064,000 hired labour accounted for only 123,000, i.e., the percentage of hired man-days was only 11.56. This shows that small-scale transport services operated mostly with household labour. These percentages for the rural and urban areas were similar.

2.7. The monthly amounts disbursed as charges to hired labour are shown in Table (2.5).

TABLE (2.5): MONTHLY CHARGES FOR HIRED LABOUR IN RURAL AND URBAN AREAS: OCTOBER 1953–MARCH 1954

area	number of sample households	monthly charges for hired labour Rs. (000)	total man-days of hired labour per working day (000)	monthly charges for a hired labourer (Rs.)
(1)	(2)	(3)	(4)	(5)
1. rural	2742	2336	72	32.44
2. urban	1652	2444	51	47.92
3. total	4394	4780	123	38.86

2.8. The monthly charge for a hired labourer was Rs. 32.44 in rural areas as compared with Rs. 47.92 in urban areas. The average for the country as a whole was Rs. 38.86 per person.

2.9. The relative importance of the different types of transport in the rural areas from employment point of view is shown in Table (2.6).

2.10. Out of the total of 670,000 persons, 425,000 or 63.43 per cent were offering transport services with bullock or buffalo-drawn carts, 96,000 persons or 14.33 per cent with carts drawn by other animals or with pack animals. Boats and other water transports accounted for 81,000 persons or 12.09 per cent of total. In regard to the other two types given in Table (2.6) the estimates are 42 and 26 thousand which together contributed only 10.15 per cent of the total employment. The category 'others' includes man-driven transports like rickshaws, palanquins and dulies and power-driven transports like motor cars.

2.11. The position in respect of employment in the urban areas was different as can be seen from Table (2.7).

2.12. Out of the total of 444,000 persons, 63.52 per cent or 282,000 were engaged as rickshaw pullers, carters, porters etc. Employment with animal-drawn carts and vehicles accounted for 22.97 per cent and with pack animals 3.15 per cent.

Motor cars and vehicles accounted for 7.66 per cent. Employment in all other types of transports taken together came to 12,000 persons or 2.70 per cent of the total. The category 'others' includes water-borne transports like boats.

TABLE (2.6): NUMBER OF WORKING PERSONS BY TYPES OF TRANSPORT IN RURAL AREAS: OCTOBER 1953-MARCH 1954

type of transport	estimated number of working persons (000)	percentage of total
(1)	(2)	(3)
1. bullock and buffalo carts	425	63.43
2. pack animals and vehicles drawn by other animals	96	14.33
3. boats and other water transports	81	12.09
4. porters and coolies	42	6.27
5. others	26	3.88
6. total	670	100.00
7. number of sample households	2742	
8. number of sample villages	959	

TABLE (2.7): NUMBER OF WORKING PERSONS BY TYPES OF TRANSPORT IN URBAN AREAS: OCTOBER 1953-MARCH 1954

type of transport	estimated number of working persons (000)	percentage of total
(1)	(2)	(3)
1. man-drawn transports like push carts, cycle-rickshaws etc.	154	34.69
2. porters and coolies	128	28.83
3. animal-drawn carts and vehicles	102	22.97
4. motor cars and vehicles	34	7.66
5. pack animals	14	3.15
6. others	12	2.70
7. total	444	100.00
8. number of sample households	1652	
9. number of sample blocks	443	

COMPARISON WITH CENSUS 1951

2.13. The number of persons engaged in transport activities by various classifications have been shown in the occupational tables of the 1951 Population Census. These figures refer to all kinds of transports, such as by road, water, air and railways and to persons of all occupational status in both large- and small-scale enterprises. Besides, in the Census, the number of persons comprised all those who normally derived some income from transport enterprise while in this report, the number of working persons is based only on those households which were operating transport enterprise during the reference period of the survey. Furthermore, the Census figures refer to 1951 whereas the figures of the present survey refer to the period October 1953 to March 1954. The Census and the survey figures are thus not strictly comparable. Nevertheless, if the number of persons engaged in small-scale transport by road and water are separated from the total Census figures, a comparison of the figures thus arrived at with those of the present survey will be of interest.

2.14. The number of persons engaged in transport as principal means of livelihood are given in Table BIII in 1951 Census Report, Vol. I, Part IIC. A summary of these figures is shown in Table (2.8) arranged by rural and urban areas, by types of transport and by occupational status of the persons.

TABLE (2.8): NUMBER OF PERSONS ENGAGED IN TRANSPORT ENTERPRISE AS PRINCIPAL MEANS OF LIVELIHOOD: CENSUS 1951

	transport by	employers	employees	independent workers	total
	(1)	(2)	(3)	(4)	(5)
			rural		
1.	road	6,750	95,021	149,891	251,662
2.	water	2,557	38,348	29,975	70,880
3.	air	49	3,408	270	3,725
4.	railways	208	188,736	8,749	197,693
			urban		
1.	road	23,265	293,782	324,750	641,797
2.	water	3,321	120,558	22,009	145,888
3.	air	86	8,498	1,185	9,769
4.	railways	99	360,568	14,359	375,026

2.15. The number of persons who had transport activities as their secondary means of livelihood are given in Table BII in 1951 Census Report, Vol. I, Part IIB. Breakdowns by rural and urban areas, by transport type or by occupational status were not, however, given. A summary of these figures is given in Table (2.9).

TABLE (2.9): NUMBER OF PERSONS ENGAGED IN TRANSPORT ENTERPRISE AS SECONDARY MEANS OF LIVELIHOOD : CENSUS 1951

items	number of persons (earners and earning dependants)
(1)	(2)
1. persons with agriculture as principal means	406,218
2. persons with occupations other than agriculture as principal means	161,928
3. total (rural and urban)	568,146

2.16. The breakdown for rural and urban areas not being given, a division can be made on some reasonable assumptions. It will not be wrong to assume that all the persons who had agriculture as their principal means of livelihood were living in villages and that half of the persons who had non-agricultural occupations as their principal means of livelihood were also living in villages. The allocation of half to the villages in the latter case has been based on the fact that about half of the total persons who had non-agricultural occupations, with or without secondary occupations, were living in rural areas viz., 16.5 out of a total 32.4 million. Thus, persons who had transport operations as their secondary means of livelihood may be divided between rural and urban areas as follows : rural areas, 487,000 persons; and urban areas, 81,000 persons. These figures include employees too. Subtracting the number of employees calculated on the assumption that the proportion of employees in the total number of persons is the same in both the cases where transport activities were the principal or secondary means of livelihood, the number of employers and independent workers having transport services as a secondary means of livelihood came to 286,000 and 38,000 for the rural and urban areas respectively.

2.17. We may now take note of persons who may be considered as small-scale transport operators. In keeping with the definition of transport operators used in the sample survey under discussion, the figures of independent workers and employers in relation to transports by road and water in Table (2.8) will roughly show the number of persons engaged in small-scale operations as principal means of livelihood. In the present context the figures relating to air transport and railways are excluded. When the relevant figures in Table (2.8) are added, the number of persons for rural areas comes to 189,173 and that for urban areas 373,345. Taking principal and secondary means of livelihood together, the number of persons engaged in household transport operations (excluding employees) come to 475,000 and 411,000 for rural and urban areas respectively giving a total of 886,000.

2.18. These figures do not include employees in household transport enterprise and as such cannot be compared with the total estimates of number of persons given in Table (2.1). Even though separate estimate of persons other than employees is not directly available from the survey, a good approximation to this can be had by

taking the household part of the estimated total number of persons based on proportion of household man-days to the total man-days (cf. Table 2.4). These adjusted figures for persons other than employees from the survey come to 594,000 and 391,000 for rural and urban areas respectively.

2.19. Now, a comparison between the two sets of figures of number of persons other than employees engaged in household transport enterprise may be made.

TABLE (2.10): A COMPARISON OF NUMBER OF PERSONS OTHER THAN EMPLOYEES ENGAGED IN HOUSEHOLD TRANSPORT ENTERPRISE AS OBTAINED FROM 1951 CENSUS AND NSS SEVENTH ROUND

area	number of persons other than employees in household transport enterprise (000)	
	Census 1951	NSS : Oct. 1953–March 1954
(1)	(2)	(3)
1. rural	475	594
2. urban	411	391
3. total	886	985

2.20. As mentioned in para 2.13 the figures are only roughly comparable since the gap between the two periods is nearly three years. The assumptions made in arriving at the figures are also to be noted. However, the table shows that about a million persons in the country were self-employed in transport service.

Chapter Three

FIXED CAPITAL

3.1. Data regarding fixed capital could be collected from all sample households engaged in transport activities irrespective of whether they were operating in the period of the survey or not. The value of fixed capital assets does not depend on the operation or non-operation of the household concerned. The per household and other figures in this chapter are therefore based on all households engaged in transport services. It may also be mentioned that the data collected in respect of fixed capital pertained to cost of acquisition of non-inherited assets only.

3.2. It may be of interest to know the extent to which inherited assets have affected the estimates. Fixed assets comprise land, buildings, draught and pack animals, and transport vehicles, tools etc. Of these, animals, vehicles, tools etc. do not present any difficulty in regard to the question of inheritance because the relative numbers were insignificant. In the case of land and buildings, however, the proportions were not insignificant and Table (3.1) gives the percentages of sample households which inherited land and buildings used in transport enterprise.

TABLE (3.1): PERCENTAGE OF SAMPLE HOUSEHOLDS WHICH INHERITED LAND AND BUILDINGS USED IN TRANSPORT ENTERPRISE: OCTOBER 1953–MARCH 1954

area	number of sample households	percentage of households inheriting	
		land	building
(1)	(2)	(3)	(4)
1. rural	2742	21.52	6.60
2. urban	1652	3.69	2.48
3. total	4394	12.18	5.05

3.3. The proportions of households which inherited land were 21.52 and 3.69 per cent in the rural and urban areas respectively. The corresponding percentages for buildings are 6.60 and 2.48. The proportions were higher in rural areas with respect to both land and buildings. In both the areas the percentages were higher for land than for buildings.

3.4. A point in regard to estimates of fixed capital per household is that the figures may be vitiated to some extent by the inherited assets. In estimating totals of households, the inheriting households were also included even though no entries could be made regarding cost of acquisition of the fixed assets in most of these cases. In view of this, the average value of fixed capital per household is likely to be underestimated.

3.5. The values of land and buildings separately for rural and urban areas are given in Table (3.2) arranged by types of transport.

TABLE (3.2): VALUES OF LAND AND BUILDINGS PER HOUSEHOLD USED IN TRANSPORT ENTERPRISE IN RURAL AREAS: OCTOBER 1953–MARCH 1954

type of transport	number of households engaged (000)	value per household in Rs.	
		land	buildings
(1)	(2)	(3)	(4)
1. bullock and buffalo carts	783	4.66	43.90
2. pack animals and vehicles drawn by other animals	131	3.59	50.24
3. boats and other water transports	42	0.10	1.71
4. porters and coolies	61	0.00	0.00
5. others	44	3.04	15.18
6. total	1061	4.01	39.30
7. number of sample households	2742		
8. number of sample villages	959		

3.6. It will be seen that the average value of land per household used only for this enterprise was very low. The average values of buildings were higher, e.g., Rs.43.90 in the case of bullock or buffalo carts and Rs.50.24 in the case of carts drawn by other animals or pack animals. Actually in a large proportion of cases no values were noted for land and buildings because these were not specifically assigned to carts and animals. It may be noted here that the field staff were instructed to allocate the value of land or buildings in proportion to the gross earnings wherever a household used them for more than one enterprise.

3.7. The figures for the urban areas are shown in Table (3.3).

TABLE (3.3): VALUES OF LAND AND BUILDINGS PER HOUSEHOLD USED IN TRANSPORT ENTERPRISE IN URBAN AREAS: OCTOBER 1953–MARCH 1954

type of transport	estimated number of households engaged (000)	value per household in Rs.	
		land	buildings
(1)	(2)	(3)	(4)
1. motor cars and vehicles	12	96.00	308.75
2. man-drawn transport like push carts, cycle-rickshaws etc.	144	0.13	1.24
3. porters and coolies	120	0.00	0.00
4. animal-drawn carts and vehicles	107	14.74	47.78
5. pack animals	10	0.60	53.50
6. others	6	0.00	4.00
7. total	399	6.90	23.95
8. number of sample households	1652		
9. number of sample blocks	443		

3.8. In the urban areas, the average values of land used per household were much higher in comparison with those for rural areas, e.g., the figure for motor cars

and vehicles was Rs. 96.00 and for animal-drawn carts Rs.14.74. For other types of transports the values of land used were insignificant. The value of buildings per household was as high as Rs. 308.75 for motor cars and vehicles. But the value for carts and animals was around Rs. 50 and was in level with similar values in rural areas. The values of buildings for other types of transport were insignificant.

3.9. The values of (a) draught or pack animals and (b) vehicles and tools, used for transport enterprise in the rural areas are given in Table (3.4) by types of transport.

TABLE (3.4): VALUES OF ANIMALS, VEHICLES AND TOOLS PER HOUSEHOLD USED IN TRANSPORT ENTERPRISE IN RURAL AREAS: OCTOBER 1953–MARCH 1954

type of transport	estimated number of households engaged (000)	value per household in Rs.	
		animals	vehicles and tools
(1)	(2)	(3)	(4)
1. bullock and buffalo carts	783	331.71	134.01
2. pack animals and vehicles drawn by other animals	131	246.53	42.75
3. boats and other water transports	42	—	815.57
4. porters and coolies	61	—	4.74
5. others	44	—	589.64
6. total	1061	275.23	161.19
7. number of sample households	2742		
8. number of sample villages	959		

3.10. The average value for animals per household was Rs. 331.71 in the case of bullock and buffalo carts, and Rs. 246.53 for other draught animals and pack animals. The question of animals does not arise in other cases. In regard to vehicles and tools, the per household value for boats and other water transports was the highest, namely, Rs. 815.57. 'Others' included motor vehicles also and hence the per household average came to a figure as high as Rs. 589.64.

3.11. Similar figures for the urban areas are given in Table (3.5).

3.12. The average value for animals per household was Rs. 249.76 for bullocks, buffaloes and other draught animals. The per household value was higher for the pack animals, namely, Rs.431.30. The figures for animals in the rural and urban tables are not entirely comparable because of their grouping in different ways. In regard to vehicles and tools, the per household value for motor cars and vehicles was Rs. 9242.75, for animal-drawn carts and vehicles Rs. 173.25, and for cycle-rickshaws and rickshaws Rs. 73.00. The accessories in relation to pack animals came to Rs. 19.20 per household, 'others' included boats and other water transports.

TABLE (3.5): VALUES OF ANIMALS, VEHICLES AND TOOLS PER HOUSEHOLD USED IN TRANSPORT ENTERPRISE IN URBAN AREAS : OCTOBER 1953–MARCH 1954

type of transport	estimated number of households engaged (000)	value per household in Rs.	
		animals	vehicles and tools
(1)	(2)	(3)	(4)
1. motor cars and vehicles	12	—	9242.75
2. man-drawn transports like push carts, cycle-rickshaws etc.	144	—	73.00
3. porters and coolies	120	—	0.20
4. animal-drawn carts and vehicles	107	249.76	173.25
5. pack animals	10	431.30	19.20
6. others	6	—	816.17
7. total	399	77.79	363.60
8. number of sample households	1652		
9. number of sample blocks	443		

3.13. The figures of the main items of the fixed capital are now brought together for convenience in one table, namely, Table (3.6).

TABLE (3.6): BREAKDOWNS OF FIXED CAPITAL IN VALUES AND PERCENTAGES FOR DIFFERENT TYPES OF TRANSPORT IN RURAL AREAS: OCTOBER 1953–MARCH 1954

	type of transport	land	build-ings	animals	vehicles and tools	total
		(i) value per household in Rs.				
	(1)	(2)	(3)	(4)	(5)	(6)
1.	bullock and buffalo carts	4.66	43.90	331.71	134.01	514.28
2.	pack animals and vehicles drawn by other animals	3.59	50.24	246.53	42.75	343.11
3.	boats and other water transports	0.10	1.71	—	815.57	817.38
4.	all types together	4.01	39.30	275.23	161.19	479.64
		(ii) percentage distribution				
5.	bullock and buffalo carts	0.91	8.54	64.50	26.05	100.00
6.	pack animals and vehicles drawn by other animals	1.05	14.64	71.85	12.46	100.00
7.	boats and other water transports	0.01	0.21	—	99.78	100.00
8.	all types together	0.84	8.17	57.38	33.61	100.00
9.	number of sample households	2742				
10.	number of sample villages	959				

3.14. The breakdowns for bullock and buffalo carts show that roughly two-thirds of the fixed capital went for the draught animals, about a fourth for vehicles and tools, and about a tenth for land and buildings. For the next group,

since the pack animals have been combined with vehicles drawn by animals other than bullocks and buffaloes, the proportion of value for animals came higher to nearly three-fourths and that for vehicles and tools to only about a tenth of the total value of the fixed capital. In the case of boats and other water transports, almost the whole value was accounted for by the craft.

3.15. Similar figures for the urban areas are given in Table (3.7).

TABLE (3.7): BREAKDOWNS OF FIXED CAPITAL IN VALUES AND PERCENTAGES FOR DIFFERENT TYPES OF TRANSPORT IN URBAN AREAS: OCTOBER 1953–MARCH 1954

(i) value per household in Rs.

	type of transport	land	build-ings	animals	vehicles and tools	total
	(1)	(2)	(3)	(4)	(5)	(6)
1.	motor cars and vehicles	96.00	308.75	—	9242.75	9647.50
2.	animal-drawn carts and vehicles	14.74	47.78	249.76	173.25	485.53
3.	man-drawn transports like push carts, cycle-rickshaws etc.	0.13	1.24	—	73.00	74.37
4.	all types together	6.90	23.95	77.79	363.60	472.24
	(ii) percentage distribution					
5.	motor cars and vehicles	1.00	3.20	—	95.80	100.00
6.	animal-drawn carts and vehicles	3.04	9.84	51.44	35.68	100.00
7.	man-drawn transports like push carts, cycle-rickshaws etc.	0.17	1.67	—	98.16	100.00
8.	all types together	1.46	5.07	16.47	77.00	100.00
9.	number of sample households	1652				
10.	number of sample blocks	443				

3.16. It will be seen that although the per household values of land and buildings used in the case of motor cars and vehicles were much higher than those for other types of transport, their proportion to the total value of fixed capital was only 4.20 per cent. Vehicles and tools accounted for as much as 95.80 per cent. The percentage breakdowns in the case of animal-drawn carts and vehicles were 35.68 per cent for vehicles and tools, 51.44 per cent for draught animals and 12.88 per cent for land and buildings used. As for the type of transport pulled by man, nearly the whole value went for vehicles and tools.

Chapter Four

COSTS AND EARNINGS

Rural areas

4.1. The particulars on costs and earnings included in this chapter refer to operating households only. The households which were not operating at the time of the survey had very little to show in regard to running costs and earnings and in most cases the entries in the schedules were just 'nil'. Figures under these items were meaningful only for the operating households and only a monthly picture of costs and earnings during the period, October 1953 to March 1954, will be obtained from the data. Throughout the discussion in this chapter, by costs the input is meant.

4.2. The different costs arranged by types of transport are given in Table (4.1).

TABLE (4.1): BREAKDOWNS OF MONTHLY COSTS PER OPERATING HOUSEHOLD IN TRANSPORT ENTERPRISE IN RURAL AREAS: OCTOBER 1953–MARCH 1954

type of transport	estimated number of house-holds (000)	costs per household (Rs.)				
		fuel and lubri-cants	animal feed	repair and main-tenance	other expenses	total monthly costs
(1)	(2)	(3)	(4)	(5)	(6)	(7)
1. bullocks and buffalo carts	375	0.54	23.22	11.09	0.11	34.96
2. carts and vehicles drawn by other animals and pack animals	89	0.32	29.46	13.30	0.23	43.31
3. boats and other water transports	31	12.39	—	13.77	0.19	26.35
4. porters and coolies	35	—	—	0.03	0.03	0.06
5. others	16	74.62	—	68.06	2.56	145.24
6. all transports	546	3.32	20.75	12.56	0.20	36.83
7. number of sample households	2742					
8. number of sample villages	959					

4.3. The total recurring costs per month per household were Rs.34.96 for bullock and buffalo carts, Rs. 43.31 for carts and vehicles drawn by other animals and pack animals, Rs.26.35 for boats and other water transports and Re. 0.06 for porters and coolies. The figure for 'others', which included motor cars and vehicles, was Rs. 145.24.

4.4. As regards breakdowns of costs, it may be seen that the per household costs for fuel, lubricants etc., were the highest for 'others' which included motor

cars and vehicles namely, Rs.74.62. The cost was Rs.12.39 for boats and other water transports. For all types of animal-drawn carts and vehicles these costs were negligible. Costs on cattle feed were relevant for two types of transport only, namely, bullock and buffalo carts, and carts and vehicles drawn by other animals and pack animals. The repair and maintenance costs for bullock and buffalo carts, other animal transports and for boats and other water transports were of the same order varying between Rs.11.09 and Rs.13.77. There was very little by way of repair and maintenance charges for porters and coolies, but for 'others' which included motor vehicles these costs were high, namely, Rs.68.06. Other expenses, which included charges for stores and services, were of low order in all cases.

4.5. The costs for animal feed raise two special problems. Firstly, in addition to costs of fodder which was purchased the amount also included imputed value of supplies obtained from one's own farm or otherwise. The question is, to what extent the inclusion of such imputed value will give a realistic picture of costs. Secondly, most of these animals, particularly bullocks and buffaloes, were not used exclusively for transport operations but for other work as well including cultivation. What proportion of costs of animal feed should we allocate to transport operations ?

4.6. Let us first consider the question of home supply. Of the amount of Rs.23.22 per household for feed for bullocks and buffaloes, Rs.11.49 or about 50 per cent represented value imputed to fodder supply obtained in other ways than by purchase. In the case of other animals, the proportion of home supply was much lower namely, Rs.6.34 out of Rs.29.46 or just above a fifth. A part of the fodder came from the produce of a farm which might have alternative use but a part also came through straying.

4.7. As for the question of allocation, since the animals were used for more than one purpose, the costs of feed should be allocated over different activities proportionately. However, as the particulars on which allocations would be based were not collected in the schedule, an idea of the proportionate use of bullocks and buffaloes for transport work was obtained from another schedule used in the same survey. The latter schedule was canvassed to collect data on agriculture and animal husbandry wherein information on different uses of farm animals over a whole year was recorded. The particulars of those sample households who were also engaged in transport services showed that 17.3 per cent of their cattle time was used in transport work. This figure, however, referred to a whole year and not just to the period, October 1953 to March 1954, concerned in the present survey. But since we have no data on allocation other than this, it is being used here to get the suitable cost of feed for bullocks and buffaloes. The figure should be considered as approximate only and when further information on this point is collected, necessary adjustments will be made. The allocated cost of cattle feed thus comes to Rs.4.02 per household for transport operations (17.3 per cent of Rs.23.22). Similar calculations for feed of other animals could not be made due to want of suitable data.

4.8. The monthly earnings of the households by different types of transport are shown in Table (4.2).[1]

TABLE (4.2) : GROSS EARNINGS PER MONTH PER HOUSEHOLD BY GOODS AND PASSENGER TRAFFIC IN RURAL AREAS : OCTOBER 1953–MARCH 1954

type of transport	estimated number of households (000)	gross earnings per month per household				
		amount (Rs.)			percentage breakdown	
		goods traffic	passenger traffic	total	goods traffic	passenger traffic
(1)	(2)	(3)	(4)	(5)	(6)	(7)
1. bullock and buffalo carts	375	22.98	2.88	25.86	88.86	11.14
2. pack animals and carts and vehicles drawn by other animals	89	19.01	28.07	47.08	40.38	59.62
3. boats and other water transports	31	150.39	7.00	157.39	95.55	4.45
4. porters and coolies	35	22.37	—	22.37	100.00	—
5. others	16	160.75	122.44	283.19	56.76	43.24
6. all transports	546	33.56	10.54	44.10	76.10	23.90
7. number of sample households	2742					
8. number of sample villages	959					

4.9. On the whole, it will be seen, the major part of the earnings came from goods traffic. As compared with the total from both the sources, the proportions of earnings from goods traffic varied between 89 to 100 per cent for bullock and buffalo carts, water transport, and porters and coolies. In the case of carts and vehicles drawn by other animals and pack animals, the proportion of earnings from goods traffic was 40.38 per cent and that from passenger traffic 59.62 per cent. The proportion of earnings from goods traffic was 56.76 per cent in the case of 'others' which included motor vehicles, and that from passenger traffic was 43.24 per cent.

4.10. A comparison of the earnings and costs by different types of transport will be of interest and is given in Table (4.3).

4.11. The differences between the gross earnings and total costs are not exactly net incomes because these are gross of depreciation of fixed assets. The approximate nature of costs for bullock and buffalo carts, and for transports by other animals, due to difficulties of allocation should also be noted. However, the figures will show the order of net incomes. It will be seen that the per household

[1] In the National Sample Survey, the general approach to all enterprise activities is to get the values of production both sold out and consumed by the households. But this may not be rigidly stuck to in the service type of enterprises because of the very nature of the enterprise.

incomes for the first two types of transports namely, transport by all kinds of animals, were low as compared with the last three types of transport. The reason for this is that most of the households offering the first two types of service worked only partially for transport operations.

TABLE (4.3) : MONTHLY EARNINGS AND COSTS PER HOUSEHOLD IN TRANSPORT ENTERPRISE IN RURAL AREAS : OCTOBER 1953–MARCH 1954

type of transport	estimated number of households (000)	per household per month (Rs.)		
		gross earnings	total costs*	difference
(1)	(2)	(3)	(4)	(5)
1. bullock and buffalo carts	375	25.86	15.76	10.10
2. pack animals and carts and vehicles drawn by other animals	89	47.08	43.31	3.77
3. boats and other water transports	31	157.39	26.35	131.04
4. porters and coolies	35	22.37	0.06	22.31
5. others	16	283.19	145.24	137.95
6. all transports	546	44.10	23.64	20.46
7. number of sample households	2742			
8. number of sample villages	959			

* cost of cattle feed allocated in proportion to use of the animals in transport operations

URBAN AREAS

4.12. As in the case of rural areas, the figures of costs and earnings in urban areas also relate to operating households only; and the figures give a monthly picture during the period October 1953 to March 1954. The breakdowns of the running costs are given in Table (4.4).

TABLE (4.4) : BREAKDOWNS OF MONTHLY COSTS PER OPERATING HOUSEHOLD IN TRANSPORT ENTERPRISE IN URBAN AREAS : OCTOBER 1953–MARCH 1954

type of transport	estimated number of households (000)	cost per household in Rs.				
		fuel, lubricants	cattle feed	repair and maintenance	other expenses	total monthly costs
(1)	(2)	(3)	(4)	(5)	(6)	(7)
1. motor cars and vehicles	10	422.70	—	198.60	29.60	650.90
2. man-drawn transports like push carts, cycle-rickshaws etc.	140	0.38	—	2.60	0.07	3.05
3. porters and coolies	117	—	—	—	0.01	0.01
4. animal-drawn carts and vehicles	88	0.87	45.44	11.25	0.32	57.88
5. pack animals	8	—	38.75	15.38	1.25	55.38
6. others	5	0.80	—	8.20	0.60	9.60
7. all transports	368	11.85	11.71	9.52	0.95	34.03
8. number of sample households	1652					
9. number of sample blocks	443					

4.13. The per household total of monthly costs was the highest for motor cars and vehicles, namely, Rs.650.90. The expenses for all the other types of transport were much below this level. The costs of transports using animals were somewhat higher than the rest because of the expenses for maintaining the animals. For example, the total cost per household was Rs.57.88 per month for animal-drawn carts and vehicles and Rs.55.38 for pack animals as compared with Rs.3.05 for transport like push carts, cycle-rickshaws, rickshaws etc.

4.14. Table (4.5) shows the earnings from goods and passenger traffic for the different types of transport.

TABLE (4.5): GROSS EARNINGS PER MONTH PER HOUSEHOLD BY GOODS AND PASSENGER TRAFFIC IN URBAN AREAS: OCTOBER 1953–MARCH 1954

type of transport	estimated number of house-holds (000)	gross earnings per month per household				
		amount Rs.			percentage breakdown	
		goods traffic	passenger traffic	total	goods traffic	passenger traffic
(1)	(2)	(3)	(4)	(5)	(6)	(7)
1. motor cars and vehicles	10	578.60	620.10	1198.70	48.27	51.73
2. man-drawn transports like push carts, cycle-rickshaws etc.	140	23.38	35.69	59.07	39.58	60.42
3. porters and coolies	117	34.53	—	34.53	100.00	—
4. animal-drawn carts and vehicles	88	50.98	34.61	85.59	59.56	40.44
5. pack animals	8	82.38	0.50	82.88	99.40	0.60
6. others	5	60.40	5.80	66.20	91.24	8.76
7. all transports	368	50.39	38.80	89.19	56.50	43.50
8. number of sample households	1652					
9. number of sample blocks	443					

4.15. The income from passenger traffic was 43.50 per cent of the total and this was much higher than the proportion for the rural areas which was 23.90 per cent. The earnings were roughly evenly divided between the two sources, goods and passenger traffic, in the case of motor cars and vehicles, man-drawn transports, and animal-drawn transports, varying within 40 to 60 per cent. The other means of transport namely, porter and coolies, pack animals and others got their earnings almost wholly from goods traffic.

4.16. The earnings and costs of the household transport operations in urban areas are shown in Table (4.6).

4.17. As mentioned earlier in relation to the figures of the rural areas, the differences between the earnings and costs are gross of depreciation of fixed assets and to that extent the figures are not net incomes. As we would expect, the per household

income was the highest for motor cars and vehicles namely, Rs.547.80. The incomes of households using other types of transport were very much lower and this was particularly so for animal-drawn carts and vehicles. For the same type of transport, the level of income was, however, higher in urban areas than in rural areas.

TABLE (4.6): MONTHLY EARNINGS AND COSTS PER HOUSEHOLD IN TRANSPORT ENTERPRISE IN URBAN AREAS: OCTOBER 1953–MARCH 1954

type of transport	estimated number of households (000)	per household per month (Rs.)		
		gross earnings	total costs	difference
(1)	(2)	(3)	(4)	(5)
1. motor cars and vehicles	10	1198.70	650.90	547.80
2. man-drawn transports like push carts, cycle-rickshaws etc.	140	59.07	3.05	56.02
3. porters and coolies	117	34.53	0.01	34.52
4. animal-drawn carts and vehicles	88	85.59	57.88	27.71
5. pack animals	8	82.88	55.38	27.50
6. others	5	66.20	9.60	56.60
7. all transports	368	89.19	34.03	55.16
8. number of sample households	1652			
9. number of sample blocks	443			

Chapter Five

DESCRIPTION OF TABLES

5.1. There are 12 tables in Appendix I presenting information on household transport enterprises in rural and urban areas of India for the period October 1953 to March 1954. The figures relate only to those households which were operating during the reference period of the survey. The figures for rural and urban areas have been shown separately. The classifications of transport types are different for the two areas because the predominating types were different.

5.2. The numbers of households given in column (2) of the tables are the estimated numbers of households engaged in respective types of transport enterprises and column (1) in the tables gives the descriptions of the different types of transport. The estimates of totals for different items are given in thousands in the tables and the per household estimates were arrived at by dividing the totals by the corresponding numbers of households. The number of sample villages or sample blocks, as the case may be, with the number of sample households are shown in the bottom-most lines of each table.

5.3. Table 1(1) gives the number of households operating the household transport enterprise in the survey period, and average number of persons engaged per working day. For the rural areas, the different types of transport have been classified as follows : (1) bullock and buffalo carts, (2) vehicles drawn by other animals and pack animals, (3) boats and other water transports, (4) porters and coolies and (5) other transports which included motor vehicles also. For the urban areas, the classifications are, (1) motor cars and vehicles, (2) man-drawn transports like push carts, cycle-rickshaws, rickshaws etc., (3) porters and coolies, (4) animal-drawn carts and vehicles, (5) pack animals and (6) other transports including water transports.

5.4. The total number of persons working in transport operations was 670,000 persons per working day in the rural areas and 444,000 in the urban areas. The breakdowns for the different types of transport are shown in column (3). The per household estimates are shown in column (4).

5.5. Table 1(2) shows monthly expenditures on fuel, lubricants and other similar materials as obtained by purchase and by home supply. In the rural areas, the overall per household expenditure on these materials as obtained by purchase and by home supply were Rs.3.05 and Re.0.26 respectively. Only the figures for boats and water transports and for 'others' which included motor vehicles are substantially high. In the urban areas, the overall per household expenditures were much higher because of greater use of motor vehicles.

5.6. Table 1(3) shows expenditures on cattle feed separately as obtained by purchase and home supply. The figures naturally relate to only those types of transport where animals were used.

5.7. Table 1(4) shows the percentage breakdowns of expenditures on fuel, lubricants etc., and cattle feed obtained by purchase and home supply. The percentages regarding fuel, lubricants etc., are given for purchase in column (2) and for home supply in column (3). 92.10 per cent of the total expenditure on fuel etc., in rural areas related to materials which were purchased and only 7.90 per cent to materials which were obtained from home supply. The breakdowns for cattle feed are of more interest and 56.99 per cent were obtained by purchase and 43.01 per cent by home supply. In the urban areas, the proportion obtained from home supply was very low, e.g., for fuel, lubricants etc., it was 0.05 per cent and for cattle feed it was 9.42 per cent.

5.8. Table 1(5) shows the totals of purchases and home supplies regarding expenditures on fuel, lubricants etc., and cattle feed. The overall per household monthly expenditure on fuel, lubricants, etc., was Rs.3.32 in rural areas and Rs.11.85 in urban areas. The household monthly expenses for cattle feed were Rs.20.75 in rural areas and Rs.11.71 in urban areas.

5.9. Table 1(6) relates to the monthly expenditures on repair and maintenance and rent in household transport enterprises. Rent included charges of hiring, if any, of vehicles and equipments. The per household monthly expenditures on repair and maintenance in rural and urban sectors were Rs.12.56 and Rs.9.52 respectively. The expenses on rent per household were Re.0.45 and Rs.7.64 in the rural and urban areas respectively.

5.10. Table 1(7) shows monthly expenditures on other stores and on services purchased. Table 1(8) shows monthly expenditure for licences, taxes and local rates; and interest on loan-capital in household transport enterprise.

5.11. Table 1(9) gives the household and hired man-days per working day in household transport enterprise in rural and urban areas, during the period October 1953 to March 1954. The per household figure for hands belonging to the household was 1.03 persons per working day in the rural areas and 1.02 persons in the urban areas. The number of hired man-days per working day in the rural areas was only 0.13 person per household and for urban areas 0.14 person.

5.12. Table 1(10) shows the monthly hired labour charges in household transport enterprise in rural and urban areas during the period October 1953 to March 1954. It will be seen that in rural areas, the hired labour charges were the highest for boat and other water transports, namely, Rs. 39.94 per household. In the urban areas, the highest charges were recorded for motor cars and vehicles, namely, Rs.174.40 per household.

5.13. Table 1(11) shows the monthly gross earnings from goods and passenger traffic in household transport enterprise in rural and urban areas for the period October 1953 to March 1954. In the rural areas, the per household earnings from goods traffic were Rs.33.56 and from passenger traffic Rs.10.54. In the urban areas, the average earnings from goods traffic were Rs. 50.39 per household and Rs.38.80. from passenger traffic.

5.14. Table 1(12) gives the monthly total of earnings from both the sources in household transport enterprise. Column (5) shows the monthly gross earning per household and column (6) the monthly gross earning per working person. In rural areas, monthly gross income per household was Rs.44.10 and the per working person figure was Rs.35.94. In urban areas, the corresponding figures were Rs.89.19 and Rs.73.93 respectively.

5.15. Appendix II, as stated in paras 1.7 and 1.8 of chapter one, consists of all tables giving the different estimates pertaining to all households offering transport services but not necessarily operating in the reference period of the survey. Figures of the fixed assets only have been discussed in the text of this report. The rest of the figures, especially those relating to other items, have not been discussed, because these figures with reference to operating households only have been meaningful in the context of this report. The figures relating to all households have, however, been given with the report for the reason that these will be useful for studying the seasonal variations when similar figures are obtained from subsequent surveys. The arrangement of columns in the tables is similar to those in Appendix I.

5.16. Table 2(1) shows in column (2) the number of households engaged in transport operations, at one time or another, in the course of a year preceding the date of survey. The households have been arranged by types of transport operated by them. Totals of persons and household sizes have been shown in columns (3) and (4). Column (5) gives the average number of persons per working day and column (6) the per household figures.

5.17. Table 2(2) relates to the values of land and buildings used in household transport enterprise in rural and urban areas. Column (3) shows the values of land in thousands of rupees, while column (4) shows the values of land per household. Similarly, columns (5) and (6) give respectively the total values of buildings used by households in transport enterprise and the values per household.

5.18. Table 2(3) shows the values of draught and pack animals and transport vehicles and tools used in household transport enterprise in rural and urban areas. The figures regarding animals are relevant to certain types of transport only.

5.19. Table 2(4) relates to monthly expenditure on fuel, lubricant and other materials as obtained by purchase and home supply in household transport enterprise in rural and urban areas. In the rural areas, the overall per household expenditures for supplies obtained by purchase and from home were Rs.1.63 and Re.0.15 respectively. In the urban areas, the corresponding values were Rs.11.36 and Re.0.01.

5.20. Table 2(5) shows monthly expenditures on cattle feed as obtained by purchase and home supply. Total expenditures on the animals have been shown and no allocations in proportion to the use of these animals in transport operations have been made here. The expenditures in this respect are naturally in regard to bullock- and buffalo-drawn carts, pack animals, and animal-driven transports only.

5.21. Table 2(6) shows the percentage breakdowns of expenses on fuel, lubricants etc., and on cattle feed arranged by purchase and home supply. The arrangement of the table is the same as Table 1(4) in Appendix I.

5.22. Table 2(7) shows the total values of purchase and home supply taken together in regard to fuel, lubricants etc., and cattle feed.

5.23. Table 2(8) shows the monthly expenses on repair and maintenance and on rent in the period of October 1953 to March 1954. The per household monthly expenditure on repair and maintenance in rural and urban areas were Rs.8.68 and Rs.9.28 respectively. The per household figures for rent were Re.0.28 for rural areas and Rs.7.21 for urban areas.

5.24. Table 2(9) gives the monthly expenditures on other stores and services and Table 2(10) the monthly expenses for licences, taxes and rates, and on interest on loan capital. The per household values were very low in both the areas.

5.25. Table 2(11) gives the household and hired man-days per working day in household transport enterprise in rural and urban areas. The totals of man-days worked in both the categories are the same as in Table 1(9) of Appendix I, but the per household figures here are different because the totals were divided by all households engaged in transport services.

5.26. Table 2(12) relates to the monthly hired labour charges in household transport enterprises. Here also the total figures are the same as in Table 1(10) in Appendix I, but the per household figures are different because of larger number of households.

5.27. Tables 2(13) and 2(14) show figures regarding monthly gross earnings from goods and passenger traffic in household transport enterprise and the per household and per capita values of these earnings. Since the earnings arose only in relation to the operating households, the values of total earnings were the same as those given in Tables 1(11) and 1(12) of Appendix I. But since these values were spread over all the households connected with transport activities and not confined only to households operating at that time, the per household and per capita values are smaller.

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Appendix I

TABLE 1(1): NUMBER OF HOUSEHOLDS OPERATING IN SMALL-SCALE TRANSPORT ENTERPRISE AND AVERAGE NUMBER OF PERSONS ENGAGED PER WORKING DAY: OCTOBER 1953–MARCH 1954

rural areas

type of transport	estimated number of households (000)	number of persons per working day	
		total (000)	per household
(1)	(2)	(3)	(4)
1. bullock and buffalo carts	375	425	1.13
2. pack animals and vehicles drawn by other animals	89	96	1.08
3. boats and other water transports	31	81	2.61
4. porters and coolies	35	42	1.20
5. others	16	26	1.62
6. total	546	670	1.23
7. number of sample households	2742		
8. number of sample villages	959		

urban areas

type of transport	estimated number of households (000)	number of persons per working day	
		total (000)	per household
(1)	(2)	(3)	(4)
1. motor cars and vehicles	10	34	3.40
2. man-drawn transports like push carts, cycle-rickshaws etc.	140	154	1.10
3. porters and coolies	117	128	1.09
4. animal-drawn carts and vehicles	88	102	1.16
5. pack animals	8	14	1.75
6. others	5	12	2.40
7. total	368	444	1.21
8. number of sample households	1652		
9. number of sample blocks	443		

TABLE 1(2): VALUE OF MONTHLY CONSUMPTION OF FUEL, LUBRICANTS ETC., OBTAINED BY PURCHASE AND BY HOME SUPPLY IN HOUSEHOLD TRANSPORT ENTERPRISE: OCTOBER 1953–MARCH 1954

rural areas

type of transport	estimated number of households (000)	by purchase		by home supply	
		total value (Rs. 000)	per household (Rs.)	total value (Rs. 000)	per household (Rs.)
(1)	(2)	(3)	(4)	(5)	(6)
1. bullock and buffalo carts	375	199	0.53	4	0.01
2. pack animals and vehicles drawn by other animals	89	29	0.32	0	0.00
3. boats and other water transports	31	249	8.03	135	4.35
4. porters and coolies	35	0	0.00	0	0.00
5. others	16	1190	74.38	4	0.25
6. total	546	1667	3.05	143	0.26
7. number of sample households	2742				
8. number of sample villages	959				

urban areas

type of transport	estimated number of households (000)	by purchase		by home supply	
		total value (Rs. 000)	per household (Rs.)	total value (Rs. 000)	per household (Rs.)
(1)	(2)	(3)	(4)	(5)	(6)
1. motor cars and vehicles	10	4227	422.70	0	0.00
2. man-drawn transports like push carts, cycle-rickshaws etc.	140	52	0.37	1	0.01
3. porters and coolies	117	0	0.00	0	0.00
4. animal-drawn carts and vehicles	88	76	0.86	1	0.01
5. pack animals	8	0	0.00	0	0.00
6. others	5	4	0.80	0	0.00
7. total	368	4359	11.85	2	0.01
8. number of sample households	1652				
9. number of sample blocks	443				

TABLE 1(3): MONTHLY VALUE OF CATTLE FEED OBTAINED BY PURCHASE AND BY HOME SUPPLY IN HOUSEHOLD TRANSPORT ENTERPRISE : OCTOBER 1953–MARCH 1954

rural areas

type of transport	estimated number of households (000)	cattle feed			
		by purchase		by home supply	
		total value (Rs. 000)	per household (Rs.)	total value (Rs. 000)	per household (Rs.)
(1)	(2)	(3)	(4)	(5)	(6)
1. bullock and buffalo carts	375	4400	11.73	4310	11.49
2. pack animals and vehicles drawn by other animals	89	2058	23.12	564	6.34
3. boats and other water transports	31	0	0.00	0	0.00
4. porters and coolies	35	0	0.00	0	0.00
5. others	16	0	0.00	0	0.00
6. total	546	6458	11.83	4874	8.93
7. number of sample households	2742				
8. number of sample villages	959				

urban areas

type of transport	estimated number of households (000)	cattle feed			
		by purchase		by home supply	
		total value (Rs. 000)	per household (Rs.)	total value (Rs. 000)	per household (Rs.)
(1)	(2)	(3)	(4)	(5)	(6)
1. motor cars and vehicles	10	0	0.00	0	0.00
2. man-drawn transports like push carts, cycle-rickshaws etc.	140	0	0.00	0	0.00
3. porters and coolies	117	0	0.00	0	0.00
4. animal-drawn carts and vehicles	88	3593	40.83	406	4.61
5. pack animals	8	310	38.75	0	0.00
6. others	5	0	0.00	0	0.00
7. total	368	3903	10.61	406	1.10
8. number of sample households	1652				
9. number of sample blocks	443				

TABLE 1(4): PERCENTAGE BREAKDOWN OF EXPENSES ON FUEL, LUBRICANTS ETC., AND CATTLE FEED OBTAINED BY PURCHASE AND BY HOME SUPPLY IN HOUSEHOLD TRANSPORT ENTERPRISE: OCTOBER 1953–MARCH 1954

rural area

type of transport	percentage breakdown					
	fuel, lubricants etc.			cattle feed		
	purchase	home supply	total	purchase	home supply	total
(1)	(2)	(3)	(4)	(5)	(6)	(7)
1. bullock and buffalo carts	98.03	1.97	100.00	50.52	49.48	100.00
2. pack animals and vehicles drawn by other animals	100.00	0.00	100.00	78.49	21.51	100.00
3. boats and other water transports	64.84	35.16	100.00	—	—	—
4. porters and coolies	—	—	—	—	—	—
5. others	99.66	0.34	100.00	—	—	—
6. total	92.10	7.90	100.00	56.99	43.01	100.00
7. number of sample households	2742					
8. number of sample villages	959					

urban areas

type of transport	percentage breakdown					
	fuel, lubricants etc.			cattle feed		
	purchase	home supply	total	purchase	home supply	total
(1)	(2)	(3)	(4)	(5)	(6)	(7)
1. motor cars and vehicles	100.00	0.00	100.00	—	—	—
2. man-drawn transports like push carts, cycle-rickshaws etc.	98.11	1.89	100.00	—	—	—
3. porters and coolies	—	—	—	—	—	—
4. animal-drawn carts and vehicles	98.70	1.30	100.00	89.85	10.15	100.00
5. pack animals	—	—	—	100.00	0.00	100.00
6. others	100.00	0.00	100.00	—	—	—
7. total	99.95	0.05	100.00	90.58	9.42	100.00
8. number of sample households	1652					
9. number of sample blocks	443					

TABLE 1(5): TOTAL VALUE OF MONTHLY CONSUMPTION OF FUEL, LUBRICANTS ETC., AND CATTLE FEED IN HOUSEHOLD TRANSPORT ENTERPRISE: OCTOBER 1953–MARCH 1954

rural areas

type of transport	estimated number of households (000)	fuel, lubricants etc.		cattle feed	
		total value (Rs. 000)	per household (Rs.)	total value (Rs. 000)	per household (Rs.)
(1)	(2)	(3)	(4)	(5)	(6)
1. bullock and buffalo carts	375	203	0.54	8710	23.22
2. pack animals and vehicles drawn by other animals	89	29	0.32	2622	29.46
3. boats and other water transports	31	384	12.39	0	0.00
4. porters and coolies	35	0	0.00	0	0.00
5. others	16	1194	74.62	0	0.00
6. total	546	1810	3.32	11332	20.75
7. number of sample households	2742				
8. number of sample villages	959				

urban areas

type of transport	estimated number of households (000)	fuel, lubricants etc.		cattle feed	
		total value (Rs. 000)	per household (Rs.)	total value (Rs. 000)	per household (Rs.)
(1)	(2)	(3)	(4)	(5)	(6)
1. motor cars and vehicles	10	4227	422.70	0	0.00
2. man-drawn transports like push carts, cycle-richshaws etc.	140	53	0.38	0	0.00
3. porters and coolies	117	0	0.00	0	0.00
4. animal-drawn carts and vehicles	88	77	0.87	3999	45.44
5. pack animals	8	0	0.00	310	38.75
6. others	5	4	0.80	0	0.00
7. total	368	4361	11.85	4309	11.71
8. number of sample households	1652				
9. number of sample blocks	443				

TABLE 1(6): MONTHLY EXPENDITURE ON REPAIR AND MAINTENANCE AND RENT IN HOUSEHOLD TRANSPORT ENTERPRISE: OCTOBER1 953–MARCH 1954

rural areas

type of transport	estimated number of households (000)	repair and maintenance		rent	
		total value (Rs. 000)	per household (Rs.)	total value (Rs. 000)	per household (Rs.)
(1)	(2)	(3)	(4)	(5)	(6)
1. bullock and buffalo carts	375	4157	11.09	89	0.24
2. pack animals and vehicles drawn by other animals	89	1184	13.30	6	0.07
3. boats and other water transports	31	427	13.77	80	2.58
4. porters and coolies	35	1	0.03	0	0.00
5. others	16	1089	68.06	71	4.44
6. total	546	6858	12.56	246	0.45
7. number of sample households	2742				
8. number of sample villages	959				

urban areas

type of transport	estimated number of households (000)	repair and maintenance		rent	
		total value (Rs. 000)	per household (Rs.)	total value (Rs. 000)	per household (Rs.)
(1)	(2)	(3)	(4)	(5)	(6)
1. motor cars and vehicles	10	1986	198.60	292	29.20
2. man-drawn transports like push carts, cycle-rickshaws etc.	140	364	2.60	2175	15.54
3. porters and coolies	117	0	0.00	8	0.07
4. animal-drawn carts and vehicles	88	990	11.25	334	3.80
5. pack animals	8	123	15.38	2	0.25
6. others	5	41	8.20	1	0.20
7. total	368	3504	9.52	2812	7.64
8. number of sample households	1652				
9. number of sample blocks	443				

TABLE 1(7): MONTHLY EXPENDITURE ON STORES AND SERVICES IN HOUSEHOLD TRANSPORT ENTERPRISE: OCTOBER 1953–MARCH 1954

rural areas

type of transport	estimated number of households (000)	other stores		services	
		total value (Rs. 000)	per household (Rs.)	total value (Rs. 000)	per household (Rs.)
(1)	(2)	(3)	(4)	(5)	(6)
1. bullock and buffalo carts	375	24	0.06	18	0.05
2. pack animals and vehicles drawn by other animals	89	2	0.02	19	0.21
3. boats and other water transports	31	1	0.03	5	0.16
4. porters and coolies	35	0	0.00	1	0.03
5. others	16	8	0.50	33	2.06
6. total	546	35	0.06	76	0.14
7. number of sample households	2742				
8. number of sample villages	959				

urban areas

type of transport	estimated number of households (000)	other stores		services	
		total value (Rs. 000)	per household (Rs.)	total value (Rs. 000)	per household (Rs.)
(1)	(2)	(3)	(4)	(5)	(6)
1. motor cars and vehicles	10	156	15.60	140	14.00
2. man-drawn transports like push carts, cycle-rickshaws etc.	140	1	0.01	9	0.06
3. porters and coolies	117	0	0.00	1	0.01
4. animal-drawn carts and vehicles	88	5	0.06	23	0.26
5. pack animals	8	10	1.25	0	0.00
6. others	5	0	0.00	3	0.60
7. total	368	172	0.47	176	0.48
8. number of sample households	1652				
9. number of sample blocks	443				

TABLE 1(8): MONTHLY EXPENDITURE ON LICENCES, TAXES ETC., AND INTEREST ON LOAN CAPITAL IN HOUSEHOLD TRANSPORT ENTERPRISE: OCTOBER 1953–MARCH 1954

rural areas

type of transport	estimated number of households (000)	licences, taxes and rates		interest on loan capital	
		total value (Rs. 000)	per household (Rs.)	total value (Rs. 000)	per household (Rs.)
(1)	(2)	(3)	(4)	(5)	(6)
1. bullock and buffalo carts	375	51	0.14	100	0.27
2. pack animals and vehicles drawn by other animals	89	46	0.52	2	0.02
3. boats and other water transports	31	18	0.58	0	0.00
4. porters and coolies	35	7	0.20	0	0.00
5. others	16	249	15.56	40	2.50
6. total	546	371	0.68	142	0.26
7. number of sample households	2742				
8. number of sample villages	959				

urban areas

type of transport	estimated number of households (000)	licences, taxes and rates		interest on loan capital	
		total value (Rs. 000)	per household (Rs.)	total value (Rs. 000)	per household (Rs.)
(1)	(2)	(3)	(4)	(5)	(6)
1. motor cars and vehicles	10	993	99.30	123	12.30
2. man-drawn transports like push carts, cycle-rickshaws etc.	140	30	0.21	0	0.00
3. porters and coolies	117	4	0.03	0	0.00
4. animal-drawn carts and vehicles	88	52	0.59	12	0.14
5. pack animals	8	0	0.00	0	0.00
6. others	5	7	1.40	0	0.00
7. total	368	1086	2.95	135	0.37
8. number of sample households	1652				
9. number of sample blocks	443				

TABLE 1(9): HOUSEHOLD AND HIRED MAN-DAYS PER WORKING DAY IN HOUSEHOLD TRANSPORT ENTERPRISE: OCTOBER 1953–MARCH 1954

rural areas

type of transport	estimated number of households (000)	household man-days per working day		hired man-days per working day	
		total (000)	per household	total (000)	per household
(1)	(2)	(3)	(4)	(5)	(6)
1. bullock and buffalo carts	375	398	1.06	30	0.08
2. pack animals and vehicles drawn by other animals	89	81	0.91	1	0.01
3. boats and other water transports	31	36	1.16	33	1.06
4. porters and coolies	35	29	0.83	0	0.00
5. others	16	20	1.25	8	0.50
6. total	546	564	1.03	72	0.13
7. number of sample households	2742				
8. number of sample villages	959				

urban areas

type of transport	estimated number of households (000)	household man-days per working day		hired man-days per working day	
		total (000)	per household	total (000)	per household
(1)	(2)	(3)	(4)	(5)	(6)
1. motor cars and vehicles	10	11	1.10	21	2.10
2. man-drawn transports like push carts, cycle-rickshaws etc.	140	136	0.97	13	0.09
3. porters and coolies	107	120	1.03	0	0.00
4. animal-drawn carts and vehicles	88	91	1.03	11	0.12
5. pack animals	8	13	1.62	1	0.12
6. others	5	6	1.20	5	1.00
7. total	368	377	1.02	51	0.14
8. number of sample households	1652				
9. number of sample blocks	443				

TABLE 1(10): MONTHLY HIRED LABOUR CHARGES IN HOUSEHOLD TRANSPORT ENTERPRISE: OCTOBER 1953–MARCH 1954

rural areas

type of transport	estimated number of households (000)	hired labour charges	
		total value (Rs. 000)	per household (Rs.)
(1)	(2)	(3)	(4)
1. bullock and buffalo carts	375	531	1.42
2. pack animals and vehicles drawn by other animals	89	44	0.49
3. boats and other water transports	31	1238	39.94
4. porters and coolies	35	0	0.00
5. others	16	523	32.69
6. total	546	2336	4.28
7. number of sample households	2742		
8. number of sample villages	959		

urban areas

type of transport	estimated number of households (000)	hired labour charges	
		total value (Rs. 000)	per household (Rs.)
(1)	(2)	(3)	(4)
1. motor cars and vehicles	10	1744	174.40
2. man-drawn transports like push carts, cycle-rickshaws etc.	140	203	1.45
3. porters and coolies	117	0	0.00
4. animal-drawn carts and vehicles	88	384	4.36
5. pack animals	8	22	2.75
6. others	5	91	18.20
7. total	368	2444	6.64
8. number of sample households	1652		
9. number of sample blocks	443		

TABLE 1(11): MONTHLY GROSS EARNINGS FROM GOODS AND PASSENGER TRAFFIC IN HOUSEHOLD TRANSPORT ENTERPRISE: OCTOBER 1953–MARCH 1954

rural areas

type of transport	estimated number of households (000)	monthly gross earnings from goods		monthly gross earnings from passengers	
		total value (Rs. 000)	per household (Rs.)	total value (Rs. 000)	per household (Rs.)
(1)	(2)	(3)	(4)	(5)	(6)
1. bullock and buffalo carts	375	8616	22.98	1081	2.88
2. pack animals and vehicles drawn by other animals	89	1692	19.01	2498	28.07
3. boats and other water transports	31	4662	150.39	217	7.00
4. porters and coolies	35	783	22.37	0	0.00
5. others	16	2572	160.75	1959	122.44
6. total	546	18325	33.56	5755	10.54
7. number of sample households	2742				
8. number of sample villages	959				

urban areas

type of transport	estimated number of households (000)	monthly gross earnings from goods		monthly gross earnings from passengers	
		total value (Rs. 000)	per household (Rs.)	total value (Rs. 000)	per household (Rs.)
(1)	(2)	(3)	(4)	(5)	(6)
1. motor cars and vehicles	10	5786	578.60	6201	620.10
2. man-drawn transports like push carts, cycle-rickshaws etc.	140	3273	23.38	4997	35.69
3. porters and coolies	117	4040	34.53	0	0.00
4. animal-drawn carts and vehicles	88	4486	50.98	3046	34.61
5. pack animals	8	659	82.38	4	0.50
6. others	5	302	60.40	29	5.80
7. total	368	18546	50.39	14277	38.80
8. number of sample households	1652				
9. number of sample blocks	443				

TABLE 1(12): MONTHLY GROSS EARNINGS IN HOUSEHOLD TRANSPORT ENTERPRISE: OCTOBER 1953–MARCH 1954

rural areas

type of transport	estimated number of households (000)	number of working persons (000)	monthly gross earnings		
			total value (Rs. 000)	per household (Rs.)	per working person (Rs.)
(1)	(2)	(3)	(4)	(5)	(6)
1. bullock and buffalo carts	375	425	9697	25.86	22.82
2. pack animals and vehicles drawn by other animals	89	96	4190	47.08	43.64
3. boats and other water transports	31	81	4879	157.39	60.23
4. porters and coolies	35	42	783	22.37	18.64
5. others	16	26	4531	283.19	174.27
6. total	546	670	24080	44.10	35.94
7. number of sample households	2742				
8. number of sample villages	959				

urban areas

type of transport	estimated number of households (000)	number of working persons (000)	monthly gross earnings		
			total value (Rs. 000)	per household (Rs.)	per working person (Rs.)
(1)	(2)	(3)	(4)	(5)	(6)
1. motor cars and vehicles	10	34	11987	1198.70	352.56
2. man-drawn transports like push carts, cycle-rickshaws etc.	140	154	8270	59.07	53.70
3. porters and coolies	117	128	4040	34.53	31.56
4. animal-drawn carts and vehicles	88	102	7532	85.59	73.84
5. pack animals	8	14	663	82.88	47.36
6. others	5	12	331	66.20	27.58
7. total	368	444	32823	89.19	73.93
8. number of sample households	1652				
9. number of sample blocks	443				

Appendix II

TABLE 2(1): NUMBER OF HOUSEHOLDS ENGAGED IN SMALL-SCALE TRANSPORT ENTERPRISE, HOUSEHOLD SIZE AND AVERAGE NUMBER OF PERSONS ENGAGED PER WORKING DAY: OCTOBER 1953–MARCH 1954

rural areas

type of transport	estimated number of households (000)	number of persons		number of persons per working day	
		total (000)	per household	total (000)	per household
(1)	(2)	(3)	(4)	(5)	(6)
1. bullock and buffalo carts	783	5223	6.67	425	0.54
2. pack animals and vehicles drawn by other animals	131	762	5.82	96	0.73
3. boats and other water transports	42	258	6.14	81	1.93
4. porters and coolies	61	322	5.28	42	0.69
5. others	44	256	5.82	26	0.59
6. total	1061	6821	6.43	670	0.63
7. number of sample households	2742				
8. number of sample villages	959				

urban areas

type of transport	estimated number of households (000)	number of persons		number of persons per working day	
		total (000)	per household	total (000)	per household
(1)	(2)	(3)	(4)	(5)	(6)
1. motor cars and vehicles	12	95	7.92	34	2.83
2. man-drawn transports like push carts, cycle-rickshaws etc.	144	533	3.70	154	1.07
3. porters and coolies	120	488	4.07	128	1.07
4. animal-drawn carts and vehicles	107	562	5.25	102	0.95
5. pack animals	10	52	5.20	14	1.40
6. others	6	31	5.17	12	2.00
7. total	399	1761	4.41	444	1.11
8. number of sample households	1652				
9. number of sample blocks	443				

TABLE 2(2) : VALUE OF LAND AND BUILDINGS USED IN HOUSEHOLD TRANSPORT ENTERPRISE : OCTOBER 1953–MARCH 1954

rural areas

type of transport	estimated number of households (000)	value of land		value of buildings	
		total (Rs. 000)	per household (Rs.)	total (Rs. 000)	per household (Rs.)
(1)	(2)	(3)	(4)	(5)	(6)
1. bullock and buffalo carts	783	3646	4.66	34371	43.90
2. pack animals and vehicles drawn by other animals	131	470	3.59	6581	50.24
3. boats and other water transports	42	4	0.10	72	1.71
4. porters and coolies	61	0	0.00	0	0.00
5. others	44	134	3.04	668	15.18
6. total	1061	4254	4.01	41692	39.30
7. number of sample households	2742				
8. number of sample villages	959				

urban areas

type of transport	estimated number of households (000)	value of land		value of buildings	
		total (Rs. 000)	per household (Rs.)	total (Rs. 000)	per household (Rs.)
(1)	(2)	(3)	(4)	(5)	(6)
1. motor cars and vehicles	12	1152	96.00	3705	308.75
2. man-drawn transports like push carts, cycle-rickshaws etc.	144	19	0.13	179	1.24
3. porters and coolies	120	0	0.00	0	0.00
4. animal-drawn carts and vehicles	107	1577	14.74	5112	47.78
5. pack animals	10	6	0.60	535	53.50
6. others	6	0	0.00	24	4.00
7. total	399	2754	6.90	9555	23.95
8. number of sample households	1652				
9. number of sample blocks	443				

TABLE 2(3): VALUE OF DRAUGHT AND PACK ANIMALS AND VEHICLES AND TOOLS USED IN HOUSEHOLD TRANSPORT ENTERPRISE: OCTOBER 1953–MARCH 1954

rural areas

type of transport	estimated number of households (000)	value of animals		value of vehicles and tools	
		total (Rs. 000)	per household (Rs.)	total (Rs. 000)	per household (Rs.)
(1)	(2)	(3)	(4)	(5)	(6)
1. bullock and buffalo carts	783	259726	331.71	104932	134.01
2. pack animals and vehicles drawn by other animals	131	32296	246.53	5600	42.75
3. boats and other water transports	42	0	0.00	34254	815.57
4. porters and coolies	61	0	0.00	289	4.74
5. others	44	0	0.00	25944	589.64
6. total	1061	292022	275.23	171019	161.19
7. number of sample households	2742				
8. number of sample villages	959				

urban areas

type of transport	estimated number of households (000)	value of animals		value of vehicles and tools	
		total (Rs. 000)	per household (Rs.)	total (Rs. 000)	per household (Rs.)
(1)	(2)	(3)	(4)	(5)	(6)
1. motor cars and vehicles	12	0	0.00	110913	9242.75
2. man-drawn transports like push carts, cycle-rickshaws etc.	144	0	0.00	10512	73.00
3. porters and coolies	120	0	0.00	24	0.20
4. animal-drawn carts and vehicles	107	26724	249.76	18538	173.25
5. pack animals	10	4313	431.30	192	19.20
6. others	6	0	0.00	4897	816.17
7. total	399	31037	77.79	145076	363.60
8. number of sample households	1652				
9. number of sample blocks	443				

TABLE 2(4) : VALUE OF MONTHLY CONSUMPTION OF FUEL, LUBRICANTS ETC., OBTAINED BY PURCHASE AND BY HOME SUPPLY IN HOUSEHOLD TRANSPORT ENTERPRISE : OCTOBER 1953–MARCH 1954

rural areas

type of transport	estimated number of households (000)	purchase		home supply	
		total value (Rs. 000)	per household (Rs.)	total value (Rs. 000)	per household (Rs.)
(1)	(2)	(3)	(4)	(5)	(6)
1. bullock and buffalo carts	783	258	0.33	16	0.02
2. pack animals and vehicles drawn by other animals	131	29	0.22	0	0.00
3. boats and other water transports	42	249	5.93	135	3.21
4. porters and coolies	61	0	0.00	0	0.00
5. others	44	1190	27.04	4	0.09
6. total	1061	1726	1.63	155	0.15
7. number of sample households	2742				
8. number of sample villages	959				

urban areas

type of transport	estimated number of households (000)	purchase		home supply	
		total value (Rs. 000)	per household (Rs.)	total value (Rs. 000)	per household (Rs.)
(1)	(2)	(3)	(4)	(5)	(6)
1. motor cars and vehicles	12	4398	366.50	0	0.00
2. man-drawn transports like push carts, cycle-rickshaws etc.	144	53	0.37	1	0.01
3. porters and coolies	120	0	0.00	0	0.00
4. animal-drawn carts and vehicles	107	78	0.73	1	0.01
5. pack animals	10	0	0.00	0	0.00
6. others	6	4	0.67	0	0.00
7. total	399	4533	11.36	2	0.01
8. number of sample households	1652				
9. number of sample blocks	443				

TABLE 2(5): MONTHLY VALUE OF CATTLE FEED OBTAINED BY PURCHASE AND BY HOME SUPPLY IN HOUSEHOLD TRANSPORT ENTERPRISE: OCTOBER 1953–MARCH 1954

rural areas

type of transport	estimated number of households (000)	purchase		home supply	
		total value (Rs. 000)	per household (Rs.)	total value (Rs. 000)	per household (Rs.)
(1)	(2)	(3)	(4)	(5)	(6)
1. bullock and buffalo carts	783	5442	6.95	8102	10.35
2. pack animals and vehicles drawn by other animals	131	2190	16.72	848	6.47
3. boats and other water transports	42	0	0.00	0	0.00
4. porters and coolies	61	0	0.00	0	0.00
5. others	44	0	0.00	0	0.00
6. total	1061	7632	7.19	8950	8.44
7. number of sample households	2742				
8. number of sample villages	959				

urban areas

type of transport	estimated number of households (000)	purchase		home supply	
		total value (Rs. 000)	per household (Rs.)	total value (Rs. 000)	per household (Rs.)
(1)	(2)	(3)	(4)	(5)	(6)
1. motor cars and vehicles	12	0	0.00	0	0.00
2. man-drawn transports like push carts, cycle-rickshaws etc.	144	0	0.00	0	0.00
3. porters and coolies	120	0	0.00	0	0.00
4. animal-drawn carts and vehicles	107	4091	38.23	536	5.01
5. pack animals	10	320	32.00	0	0.00
6. others	6	0	0.00	0	0.00
7. total	399	4411	11.06	536	1.34
8. number of sample households	1652				
9. number of sample blocks	443				

TABLE 2(6): PERCENTAGE BREAKDOWN OF EXPENSES ON FUEL, LUBRICANTS ETC., AND CATTLE FEED OBTAINED BY PURCHASE AND BY HOME SUPPLY IN HOUSEHOLD TRANSPORT ENTERPRISE: OCTOBER 1953–MARCH 1954

rural areas

type of transport	percentage breakdown					
	fuel, lubricants etc.			cattle feed		
	purchase	home supply	total	purchase	home supply	total
(1)	(2)	(3)	(4)	(5)	(6)	(7)
1. bullock and buffalo carts	94.16	5.84	100.00	40.18	59.82	100.00
2. pack animals and vehicles drawn by other animals	100.00	0.00	100.00	72.09	27.91	100.00
3. boats and other water transports	64.84	35.16	100.00	—	—	—
4. porters and coolies	—	—	—	—	—	—
5. others	99.66	0.34	100.00	—	—	—
6. total	91.76	8.24	100.00	46.02	53.98	100.00
7. number of sample households	2742					
8. number of sample villages	959					

urban areas

type of transport	percentage breakdown					
	fuel, lubricants etc.			cattle feed		
	purchase	home supply	total	purchase	home supply	total
(1)	(2)	(3)	(4)	(5)	(6)	(7)
1. motor cars and vehicles	100.00	0.00	100.00	—	—	—
2. man-drawn transports like push carts, cycle-rickshaws etc.	98.15	1.85	100.00	—	—	—
3. porters and coolies	—	—	—	—	—	—
4. animal-drawn carts and vehicles	98.73	1.27	100.00	88.42	11.58	100.00
5. pack animals	—	—	—	100.00	0.00	100.00
6. others	100.00	0.00	100.00	—	—	—
7. total	99.96	0.04	100.00	89.16	10.84	100.00
8. number of sample households	1652					
9. number of sample blocks	443					

TABLE 2(7): TOTAL VALUE OF MONTHLY CONSUMPTION OF FUEL, LUBRICANTS ETC., AND CATTLE FEED IN HOUSEHOLD TRANSPORT ENTERPRISE: OCTOBER 1953–MARCH 1954

rural areas

type of transport	estimated number of households (000)	fuel, lubricants etc.		cattle feed	
		total value (Rs. 000)	per household (Rs.)	total value (Rs. 000)	per household (Rs.)
(1)	(2)	(3)	(4)	(5)	(6)
1. bullock and buffalo carts	783	274	0.35	13544	17.30
2. pack animals and vehicles drawn by other animals	131	29	0.22	3038	23.19
3. boats and other water transports	42	384	9.14	0	0.00
4. porters and coolies	61	0	0.00	0	0.00
5. others	44	1194	27.14	0	0.00
6. total	1061	1881	1.77	16582	15.62
7. number of sample households	2742				
8. number of sample villages	959				

urban areas

type of transport	estimated number of households (000)	fuel, lubricants etc.		cattle feed	
		total value (Rs. 000)	per household (Rs.)	total value (Rs. 000)	per household (Rs.)
(1)	(2)	(3)	(4)	(5)	(6)
1. motor cars and vehicles	12	4398	366.50	0	0.00
2. man-drawn transports like push carts, cycle-rickshaws etc.	144	54	0.38	0	0.00
3. porters and coolies	120	0	0.00	0	0.00
4. animal-drawn carts and vehicles	107	79	0.74	4627	43.24
5. pack animals	10	0	0.00	320	32.00
6. others	6	4	0.67	0	0.00
7. total	399	4535	11.36	4947	12.40
8. number of sample households	1652				
9. number of sample blocks	443				

TABLE 2(8): MONTHLY EXPENDITURE ON REPAIR AND MAINTENANCE AND RENT IN HOUSEHOLD TRANSPORT ENTERPRISE: OCTOBER 1953–MARCH 1954

rural areas

type of transport	estimated number of households (000)	repair and maintenance		rent	
		total value (Rs. 000)	per household (Rs.)	total value (Rs. 000)	per household (Rs.)
(1)	(2)	(3)	(4)	(5)	(6)
1. bullock and buffalo carts	783	6219	7.94	131	0.17
2. pack animals and vehicles drawn by other animals	131	1454	11.10	14	0.11
3. boats and other water transports	42	437	10.40	80	1.90
4. porters and coolies	61	1	0.02	0	0.00
5. others	44	1097	24.93	72	1.64
6. total	1061	9208	8.68	297	0.28
7. number of sample households	2742				
8. number of sample villages	959				

urban areas

type of transport	estimated number of households (000)	repair and maintenance		rent	
		total value (Rs. 000)	per household (Rs.)	total value (Rs. 000)	per household (Rs.)
(1)	(2)	(3)	(4)	(5)	(6)
1. motor cars and vehicles	12	2048	170.67	294	24.50
2. man-drawn transports like push carts, cycle-rickshaws etc.	144	377	2.62	2219	15.41
3. porters and coolies	120	0	0.00	8	0.07
4. animal-drawn carts and vehicles	107	1115	10.42	352	3.29
5. pack animals	10	123	12.30	2	0.20
6. others	6	41	6.83	1	0.17
7. total	399	3704	9.28	2876	7.21
8. number of sample households	1652				
9. number of sample blocks	443				

TABLE 2(9): MONTHLY EXPENDITURE ON STORES AND SERVICES IN HOUSEHOLD TRANSPORT ENTERPRISE: OCTOBER 1953–MARCH 1954

rural areas

type of transport	estimated number of households (000)	other stores		services	
		total value (Rs. 000)	per household (Rs.)	total value (Rs. 000)	per household (Rs.)
(1)	(2)	(3)	(4)	(5)	(6)
1. bullock and buffalo carts	783	25	0.03	18	0.02
2. pack animals and vehicles drawn by other animals	131	3	0.02	19	0.14
3. boats and other water transports	42	2	0.05	5	0.12
4. porters and coolies	61	0	—	1	0.02
5. others	44	8	0.18	33	0.75
6. total	1061	38	0.04	76	0.07
7. number of sample households	2742				
8. number of sample villages	959				

urban areas

type of transport	estimated number of households (000)	other stores		services	
		total value (Rs. 000)	per household (Rs.)	total value (Rs. 000)	per household (Rs.)
(1)	(2)	(3)	(4)	(5)	(6)
1. motor cars and vehicles	12	157	13.08	146	12.17
2. man-drawn transports like push carts, cycle-rickshaws etc.	144	1	0.01	9	0.06
3. porters and coolies	120	0	0.00	1	0.01
4. animal-drawn carts and vehicles	107	5	0.05	23	0.21
5. pack animals	10	10	1.00	0	0.00
6. others	6	0	0.00	3	0.50
7. total	399	173	0.43	182	0.46
8. number of sample households	1652				
9. number of sample blocks	443				

TABLE 2(10) : MONTHLY EXPENDITURE ON LICENCES, TAXES ETC., AND INTEREST ON LOAN CAPITAL IN HOUSEHOLD TRANSPORT ENTERPRISE : OCTOBER 1953–MARCH 1954

rural areas

type of transport	estimated number of households (000)	licences, taxes and rates		interest on loan capital	
		total value (Rs. 000)	per household (Rs.)	total value (Rs. 000)	per household (Rs.)
(1)	(2)	(3)	(4)	(5)	(6)
1. bullock and buffalo carts	783	151	0.19	100	0.13
2. pack animals and vehicles drawn by other animals etc.	131	46	0.35	42	0.32
3. boats and other water transports	42	18	0.43	0	0.00
4. porters and coolies	61	7	0.11	0	0.00
5. others	44	249	5.66	40	0.91
6. total	1061	471	0.44	182	0.17
7. number of sample households	2742				
8. number of sample villages	959				

urban areas

type of transport	estimated number of households (000)	licences, taxes and rates		interest on loan capital	
		total value (Rs. 000)	per household (Rs.)	total value (Rs. 000)	per household (Rs.)
(1)	(2)	(3)	(4)	(5)	(6)
1. motor cars and vehicles	12	1042	86.83	138	11.50
2. man-drawn transports like push carts, cycle-rickshaws etc.	144	30	0.21	0	0.00
3. porters and coolies	120	4	0.03	0	0.00
4. animal-drawn carts and vehicles	107	61	0.57	30	0.28
5. pack animals	10	0	0.00	0	0.00
6. others	6	7	1.17	0	0.00
7. total	399	1144	2.87	168	0.42
8. number of sample households	1652				
9. number of sample blocks	443				

TABLE 2(11): HOUSEHOLD AND HIRED MAN-DAYS PER WORKING DAY IN HOUSEHOLD TRANSPORT ENTERPRISE: OCTOBER 1953–MARCH 1954

rural areas

type of transport	estimated number of households (000)	household man-days per working day		hired man-days per working day	
		total (000)	per household	total (000)	per household
(1)	(2)	(3)	(4)	(5)	(6)
1. bullock and buffalo carts	783	398	0.51	30	0.04
2. pack animals and vehicles drawn by other animals	131	81	0.62	1	0.01
3. boats and other water transports	42	36	0.86	33	0.78
4. porters and coolies	61	29	0.48	0	0.00
5. others	44	20	0.45	8	0.18
6. total	1061	564	0.53	72	0.07
7. number of sample households	2742				
8. number of sample villages	959				

urban areas

type of transport	estimated number of households (000)	household man-days per working day		hired man-days per working day	
		total (000)	per household	total (000)	per household
(1)	(2)	(3)	(4)	(5)	(6)
1. motor cars and vehicles	12	11	0.92	21	1.75
2. man-drawn transports like push carts, cycle-rickshaws etc.	144	136	0.94	13	0.09
3. porters and coolies	120	120	1.00	0	0.00
4. animal-drawn carts and vehicles	107	91	0.85	11	0.10
5. pack animals	10	13	1.30	1	0.10
6. others	6	6	1.00	5	0.83
7. total	399	377	0.94	51	0.13
8. number of sample households	1652				
9. number of sample blocks	443				

TABLE 2(12) : MONTHLY HIRED LABOUR CHARGES IN HOUSEHOLD TRANSPORT ENTERPRISE : OCTOBER 1953- MARCH 1954

rural areas

type of transport	estimated number of households (000)	hired labour charges	
		total value (Rs. 000)	per household (Rs.)
(1)	(2)	(3)	(4)
1. bullock and buffalo carts	783	531	0.68
2. pack animals and vehicles drawn by other animals	131	44	0.34
3. boats and other water transports	42	1238	29.48
4. porters and coolies	61	0	0.00
5. others	44	523	11.89
6. total	1061	2336	2.20
7. number of sample households	2742		
8. number of sample villages	959		

urban areas

type of transport	estimated number of households (000)	hired labour charges	
		total value (Rs. 000)	per household (Rs.)
(1)	(2)	(3)	(4)
1. motor-cars and vehicles	12	1744	145.33
2. man-drawn transports like push carts, cycle-rickshaws etc.	144	203	1.41
3. porters and coolies	120	0	0.00
4. animal-drawn carts and vehicles	107	384	3.59
5. pack animals	10	22	2.20
6. others	6	91	15.17
7. total	399	2444	6.13
8. number of sample households	1652		
9. number of sample blocks	443		

TABLE 2(13): MONTHLY GROSS EARNINGS FROM GOODS AND PASSENGER TRAFFIC IN HOUSEHOLD TRANSPORT ENTERPRISE: OCTOBER 1953–MARCH 1954

rural areas

type of transport	estimated number of households (000)	gross earnings from goods		gross earnings from passengers	
		total value (Rs. 000)	per household (Rs.)	total value (Rs. 000)	per household (Rs.)
(1)	(2)	(3)	(4)	(5)	(6)
1. bullock and buffalo carts	783	8616	11.00	1081	1.38
2. pack animals and vehicles drawn by other animals	131	1692	12.91	2498	19.07
3. boats and other water transports	42	4662	111.00	217	5.17
4. porters and coolies	61	783	12.84	0	0.00
5. others	44	2572	58.45	1959	44.52
6. total	1061	18325	17.27	5755	5.42
7. number of sample households	2742				
8. number of sample villages	959				

urban areas

type of transport	estimated number of households (000)	gross income from goods		gross income from passengers	
		total value (Rs. 000)	per household (Rs.)	total value (Rs. 000)	per household (Rs.)
(1)	(2)	(3)	(4)	(5)	(6)
1. motor cars and vehicles	12	5786	482.17	6201	516.75
2. man-drawn transports like push carts, cycle-rickshaws etc.	144	3273	22.73	4997	34.70
3. porters and coolies	120	4040	33.67	0	0.00
4. animal-drawn carts and vehicles	107	4486	41.92	3046	28.47
5. pack animals	10	659	65.90	4	0.40
6. others	6	302	50.33	29	4.83
7. total	399	18546	46.48	14277	35.78
8. number of sample households	1652				
9. number of sample blocks	443				

TABLE 2(14): MONTHLY GROSS EARNINGS IN HOUSEHOLD TRANSPORT ENTERPRISE: OCTOBER 1953–MARCH 1954

rural areas

type of transport	estimated number of households (000)	number of working persons (000)	gross earnings		
			total value (Rs. 000)	per household (Rs.)	per working person (Rs.)
(1)	(2)	(3)	(4)	(5)	(6)
1. bullock and buffalo carts	783	425	9697	12.38	22.82
2. pack animals and vehicles drawn by other animals	131	96	4190	31.98	43.64
3. boats and other water transports	42	81	4879	116.17	60.23
4. porters and coolies	61	42	783	12.84	18.64
5. others	44	26	4531	102.97	174.27
6. total	1061	670	24080	22.69	35.94
7. number of sample households	2742				
8. number of sample villages	959				

urban areas

type of transport	estimated number of households (o000)	number of working persons (000)	gross earnings		
			total value (Rs. 000)	per household (Rs.)	per working person (Rs.)
(1)	(2)	(3)	(4)	(5)	(6)
1. motor cars and vehicles	12	34	11987	998.92	352.56
2. man-drawn transports like push carts, cycle-rickshaws etc.	144	154	8270	57.43	53.70
3. porters and coolies.	120	128	4040	33.67	31.56
4. animal-drawn carts and vehicles	107	102	7532	70.39	73.84
5. pack animals	10	14	663	66.30	47.36
6. others	6	12	31	55.16	27.58
7. total	399	444	32823	82.26	73.93
8. number of sample households	1652				
9. number of sample blocks	443				

Appendix III

COMPARISON OF RESULTS OF SUB-SAMPLES

1. In the seventh round of the survey the total sample was divided into two independent half-samples. In the rural sector, each of the two sample tehsils in any stratum constituted a half-sample giving an estimate for that stratum. In the urban sector likewise, the sample towns in each stratum were divided equally into two half-samples. However, when there was an odd number of sample towns in any stratum, the numbers in the two half-samples differed by one.

2. Table (1) gives the all-India estimates of some selected items by half-samples for the rural sector. Cols. (3) and (4) give the estimates half-sample-wise. Col. (5) gives the combined estimate and col. (6) the percentage difference.

TABLE (1): HALF-SAMPLE ESTIMATES OF SOME SELECTED ITEMS IN RESPECT OF HOUSEHOLD TRANSPORT ENTERPRISE IN RURAL AREAS

item	unit	estimates of total			percentage difference
		half-sample I	half-sample II	combined	
(1)	(2)	(3)	(4)	(5)	(6)
1. number of households engaged in transport enterprise	lakh	11.10	10.11	10.61	9.33
2. number of persons per working day	,,	7.81	5.60	6.70	32.98
3. value of fixed capital	lakh (Rs.)	5511.39	4668.34	5089.87	16.56
4. monthly gross earnings	,,	275.74	205.87	240.80	29.02
5. number of sample households		1415	1327	2742	
6. number of sample villages		479	480	959	

3. The estimates by urban half-samples are presented in Table (2). The items are the same as in the case of rural sector.

TABLE (2): HALF-SAMPLE ESTIMATES OF SOME SELECTED ITEMS IN RESPECT OF HOUSEHOLD TRANSPORT ENTERPRISE IN URBAN AREAS

item	unit	estimates of total			percentage difference
		half-sample I	half-sample II	combined	
(1)	(2)	(3)	(4)	(5)	(6)
1. number of households engaged in transport enterprise	lakh	4.17	3.90	3.99	6.77
2. number of persons per working day	,,	4.47	5.03	4.44	−12.61
3. value of fixed capital	lahk (Rs.)	1423.86	2517.60	1884.22	−58.05
4. monthly gross earnings	,,	264.59	384.12	328.23	−36.42
5. number of sample households		885	767	1652	
6. number of sample blocks		226	217	443	

4. It may be mentioned here that in the case of rural sector the combined estimates are built from the half-sample estimates and are the arithmetic means of them. In the case of urban sector, the combined estimates have been calculated directly from all the sample units together and not from the half-sample estimates.

5. The percentage differences given in column (6) of Tables (1) and (2) are the ratios of the excess of first half-sample estimate over that of the second to the combined estimate, expressed in percentages.

6. A scrutiny of the values of percentage difference shows that the estimates, in general, are of the same order. It varies from 9.33 to 32.98 in the rural sector while it ranges from 6.77 to 58.05 in the urban sector. The maximum percentage difference is in respect of average number of persons per working day in the rural sector and value of fixed capital in the urban sector. The minimum differences in both the sectors are for the number of households engaged in transport operations.

APPENDIX IV

FACSIMILE OF THE SCHEDULE OF INVESTIGATION

RURAL* / **URBAN**

ORIGINAL* / **DUPLICATE**

GOVERNMENT OF INDIA NATIONAL SAMPLE SURVEY : 1953-54

Household Schedule 2·3: Transport **(Seventh Round)**

[1] identification: sample village			[2] identification: sample block		[3] classificatory characters	
1. zone-State natural division		9. district	1. district		1. household size	
2. stratum		10. sub-division	2. town		2. ,, land possessed (acre 00.00)	
3. scheme		11. *tehsil/taluk/thana*	3. zone-State		3. ,, industry-occupation code	
4. sample unit I		12. police station	4. stratum		4. ,, expenditure ,,	
5. sample unit II		13. village	5. sample town		5. ,, religion ,,	
6. sub-sample		14. hamlet	6. sample block		6. ,, group ,,	
7. fraction code		15. census house no.	7. sub-sample		7. ,, mother tongue ,,	
8. sample unit III			8. fraction code			
			9. sample household			

[4] informant's response and ability	
1. head of household	
2. informant's relation to head	
3. if head not available, why	
4. informant's willingness	
5. informant's ability	
6. if any second informant, why	
7. his relation to head	

[5] investigator: 1. name.....

2. roll no ..... 3. signature.....

4. date (i) survey.....(ii) despatch of schedule.....

[6] inspector: 1. name.....

2. signature.....

5. date (i) inspection,.....(ii) scrutiny.....(iii) despatch.....

[6] zonal scrutiny : 1. name of scrutiniser.....

2. signature..... 3. date (i) receipt.....(ii) scrutiny.....

(iii) despatch to I. S. I.....4. no. of sheets of scrutiny notes attached.....

[7] general description and particulars

1. name of transport
2. name of establishment, if any
3. year of foundation — 4. no. of branches, if any
5. proprietory-1/partnership-2 — 6. if 2, percent share.....
7. working season: whole year/month..... to.....
8. gross earnings, last year /season (Rs. 00.00)
9. average no. of persons per working day.....during month ended on.....

[8] land used in transport industry

(1)	(2)
1. area (acres 00.00)	
2. purchase value (Rs. 00.00)	
3. rent paid during month ended on.....(Rs. 00.00)	
4. improvement (Rs.00.00) during month ended on..	

[9] building used in transport industry

sr. no.	items	whole	part	total
(0.1)	(0.2)	(1)	(2)	(3)
1.	number			
2.	floor space (sq.ft. 00)			
3.	if purchased, value (Rs. 00.00)			
4.	if constructed, cost (Rs. 00.00)			
5.	expected years of life since construction or purchase (00)			
6.	rent paid during month ended on.....(Rs. 00.00)			
7.	repair and maintenance charges during month ended on.....(Rs. 00.00)			

[10] volume of transport service produced during month ended on.....

items	volume	miles
(1)	(2)	(3)
1. goods (std. mds. 00)		
(1)		
(2)		
(3)		
(4) sub-total		
2. passengers (no.)		
3. distance travelled empty	×	

[11] draught and pack animals

sr. no.	description of animals in transport industry	no. as on date of survey	value as on date of first use Rs.(00.00)		expected years of life since first use (00)	col (2) or col (3) ÷ col 4 (00.00)	during month ended on.....			
			purchased	homebred			rent paid (Rs. 00·00)	treatment and maintenance Rs. (00.00)	dead or discarded	
									no.	value (imputed) Rs (00.00
0.1)	(0.2)	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
1.										
2.										
3.										
4.										
5.										
6.										
7.										
8.										
9.	total	×							×	

*delete whichever is inapplicable

12 transport vehicles, tools and furniture and fittings

	sr. no.	items	foreign-1, indigenous-2, mixed-3	no. as on date of survey	value at installation or first use Rs. (00.00)		expected year of life since installation or first use (00)	col. (3) or col. (4) ÷ col. (5) (00.00)	during month ended on.....			
					purchased	constructed			rent paid Rs. (00.00)	repair & maintenance Rs. (00.00)	broken or discarded: no.	broken or discarded: imputed value Rs. (00.00)
	(0.1)	(0.2)	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
vehicles, vessels & carts — power driven	1.											
	2.											
	3.											
	4.											
vehicles, vessels & carts — animal driven	5.											
	6.											
	7.											
vehicles, vessels & carts — man driven	8.											
	9.											
	10.											
tools, accessories, furniture & fittings	11.											
	12.											
	13.											
	14.											
	15.	total	×	×							×	

[13] consumption of fuel, lubricants and other materials

	sr. no.	items	specification of local and standard units: standard	local	ratio (00.00)	consumed during week ended on.....: by purchase quantity (local) (00.00)	by purchase value Rs. (00.00)	by home supply quantity (local) (00.00)	by home supply value Rs. (00.00)	total quantity (local) (00.00)	total value Rs. (00.00)	consumed during month ended on.....: by purchase quantity (local) (00.00)	by purchase value Rs. (00.00)	by home supply quantity (local) (00.00)	by home supply value Rs. (00.00)	total quantity (local) (00.00)	total value Rs. (00.00)
	(0.1)	(0.2)	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
fuel for power, light, fan	1.	coal, coke	sr.														
	2.	charcoal, wood	sr.														
	3.	diesel & other oil	gallon														
	4.	electricity	s. units														
	5.	kerosene	sr.														
lubricants	6.																
	7.																
other materials	8.																
	9.																
	10.	sub-total	×	×	×	×		×		×		×		×		×	
cattle feed	11.	straw, fodder,	md.														
	12.	other feed	×	×	×	×		×		×		×		×		×	
	13.	total	×	×	×	×		×		×		×		×		×	

[14] other expenses (Rs.00.00) during month ended on.....

sr. no.	items	amount Rs. (00.00)
(0.1)	(0.2)	(1)
1.	stationery articles	
2.	postage & stamps	
3.	other ores	
4.	sub-total-1	
5.	industrial servicing	
6.	insurance service	
7.	legal service	
8.	other services	
9.	sub-total-2	
10.	licences, taxes & rates	
11.	total : (items 4, 9, 10)	
12.	interest on loan capital	
13.	income tax	

[15] gross earnings during Rs. (00.00)

source	week ended on	month ended on .....
(1)	(2)	(3)
goods traffic		
1.		
2.		
3.		
4.		
5.		
6.		
7.		
8.		
9.		
10. sub-total-1		
11. passenger traffic		
12. total		

[16] personnel and labour charges during month ended on.....

sr. no.	items		mandays per working day (00.00): hired	mandays per working day (00.00): household	charges (hired) (Rs. 00.00): wages	charges (hired) (Rs. 00.00): other payments	charges (hired) (Rs. 00.00): total
(0.1)	(0.2)		(1)	(2)	(3)	(4)	(5)
1.	management and supervision						
2.	staff other than labour						
3.	skilled labour						
4.	unskilled labour	adult male					
5.		" female					
6.		child (under 14)					
7.		sub-total (items 4–6)					
8.	total (items 1–6)						