



FREE TICKETS, PINK BUSES: TN IN MISSION

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ABSTRACT

Tamil Nadu transport department has rolled out a scheme that allows women to travel with 'free tickets' in regular megacity motorcars. After swearing in as Tamil Nadu Chief Minister on May 7, 2021, M.K. Stalin blazoned a scheme that enables all working women in the State to travel free of cost in government- possessed megacity and city motorcars with immediate effect. Since a concrete description has not been given for the term 'working women', every woman would qualify as a devisee in this scheme. The main intention behind this scheme is to increase the work participation rate of women and to promote public transportation. Since there's no restriction on the number of passages a day or month, it appears to be a simple and straight forward scheme of open- concluded subventions for trip by women. generally, the design was inspired to empower women in a manly- centric society. The Tamil Nadu government itself has blazoned the purpose of this scheme is to increase the mobility of women. At the end of the first time, the scheme reportedly increased the exodus of women and their savings. Tamil Nadu is a colonist in enforcing innovative free programmes for the weal of people. before, the Tamil Nadu government handed gifts, especially to people living below the poverty line. Some electronic goods are also handed to enhance their profitable and educational development. Now, some schemes have changed beyond the conception. Simply put together, women's participation in stipend is limited by socio- profitable and artistic problems and asymmetries in the labour request occasion structure. An important factor in this is their mobility(societal participation), i.e. access to dependable and safe transportation systems to education and workplaces. motorcars are the lifeblood of utmost of the scholars and working women across Tamil Nadu similar as external womanish workers, health professionals, biddies, labourers, florists, womanish guards or preceptors. In fact, free trip encouraged further women to use public transportation, adding their presence in public places. supposedly, this increased security in the community and brought further women out of their homes and indulge in social events too. ultimately, there's also an critical need to introduce trip concessions for scholars, women, ambisexual people, else- abled and the senior across India.

KEYWORDS : Empower, Mobility, Freebies , Societal Participation**INTRODUCTION**

Over the once many months, the Tamil Nadu government has been looking to ease the diurnal commute for women with missionary zeal. A crucial step has been adding the budget allocation for this under the transport department. The state transport department rolled out a scheme that allowed women to travel with ' free tickets ' in ordinary megacity/ city motorcars. This increased the footfall of women on Metropolitan Transport Corporation(MTC) motorcars from 40 earlier to 61 over the once time. Transport Minister SS Sivasankar lately said " In the once one time, further than 132 crore have advantaged from this scheme and the state government sanctioned around ,600 crore as subventions to colorful state transport undertakings including MTC to apply this scheme effectively. " Taking the action forward, the MTC is painting ordinary motorcars pink. The sense is stunning in its simplicity. The transport service largely runs three kinds of motorcars — ordinary, express and luxe. The free trip scheme for women is applicable only on ordinary motorcars. still, spotting similar motorcars is delicate, as the markings aren't always identifiable, especially from hence. numerous women have gotten confused due to this and entered express or luxe motorcars and paid the chow, which is much advanced than ordinary motorcars. numerous ordinary motorcars do n't have stickers on the frontal windshield, or they aren't comprehensible. So, numerous times women end up boarding the express or luxe motorcars and paying for the tickets. Colouring ordinary motorcars in pink will help women spot them from a distance. In the original phase, MTC will be launching the pink motorcars on select routes coming week, and grounded on the response, the scheme will be expanded.

OBJECTIVES:

- ⇒ To study the various initiatives taken by the Tamil Nadu Government for the welfare of women
- ⇒ To analyse the performance of women free bus operation

REVIEW OF LITERATURE

Balasubramani & sundarkodi (2021) in this research paper authors explain the innovative scheme of free bus travel and how it benefited the people and sparked to empower the women in the male centric society. Free bus travel scheme has given the free travel to all women in Tamil Nadu. This scheme has increased the women's mobility and their savings. Tamil Nadu Government is being a role model for implementing the innovative free schemes for entire India. They conclude in this scheme free bus travel for women Directly or indirectly enhance the women status and empower the women society.

Gabriel kreindler & Dev patel (2019) in this study they explained free bus travel for women policy is unique in the world in terms of its scope, and it is a valuable opportunity to learn about the determinants of women's mobility constraints and safety in public transportation. This study will analyse the short run impact of the launch of the policy on several measures of women's travel behaviour as well as on measures of safety on buses. The data will be collected through an initial household baseline survey as well as repeated telephone surveys. In addition, data ridership separately by gender through direct observation in selected bus stops.

Narendra shah (2022) In his research paper "challenges faced by women in public transport" explained the women in modern world has a changing perspective. Many women are working outside their homes to support their families and using the local transport to reach destinations. This study will also analyse the uses of public transport in men and women. Women's reasons for travelling generally differ from men's the purpose, frequency, and distance of their trips are also different and conclude women needs for safe, efficient, sustainable mobility.

Debt situation to be improved

Indeed as the Tamil Nadu government showers subventions on the transport sector, the colorful pots under the department

are reeling under huge debts, especially since the COVID lockdown and the dread of epidemic spread that have forced people to conclude for private vehicles over public transport. The per-day patronage is yet to reach one crore. The deals of two-wheelers increased numerous times during COVID lockdown, particularly in pastoral pockets. Enrollments of alternate-hand buses also went up. The Government also planning to take some concrete way like route rationalisation, which will enhance the earnings.

Hiring, promotions soon

The Tamil Nadu government has started distributing appointment orders to kin of departed workers on compassionate grounds. The department has also decided to double the incitement quantum given to operators, who have to lose out on account of the free trip scheme offered to women. Operators get impulses for dealing tickets, and the 'free tickets' aren't economic. The government has indeed agreed to several demands of the transport staff, including COVID special pay of 300, creation for 078 administrators and increase in allowances.

Fare-free public transport (FFPT)

Furnishing fare-free public transport (FFPT) isn't a new idea; it has precedents. The FFPT debate started several decades ago and some of the advanced nations have been experimenting with it either completely or incompletely for quite some time now. It's partial in some countries for specific groups like scholars and elderly citizens or during specific ages like out-peak time and weekends. Luxembourg was the first nation to make its entire public transportation free to all. The primary intention of the nations enforcing FFPT is to reduce business traffic and pollution, in the belief that people would prefer public transport over private transportation. But the gestures from these nations suggest else. Interestingly, people who used to walk and cycle to workplaces profited themselves of this concession further than others. The secondary intention is on the lines of social addition, i.e. that everyone gets free mobility. From a social point of view this is fair and suggests that free mobility is a right. In addition, there are other borderline intentions like promoting tourism. Two intriguing points have been observed from these varied gestures of enforcing FFPT in numerous countries, both developed and developing. First, the full FFPT is universal and all profited themselves of it; second, it's enforced in a monopoly request where the state owns the machine transport service and there are no private players. Other mobility services similar as hacks are considered as forming a different request with different pricing. The main review against FFPT is from the profitable point of view that nothing is free, and that the taxpayer is paying for it. The other review is that it encourages too important useless mobility. FFPT isn't new to India. Several States, including Tamil Nadu, have been furnishing partial FFPT for scholars, elderly citizens, and the else-abled for quite some time. Extending these benefits to women in all age groups in megacity and city motorcars is also not without priority. The governments of Delhi and Punjab introduced it before Tamil Nadu did it. In both these countries, the primary intention was to increase the mobility of women. Further, it was also intended to give some savings to women who swap for work or business. There are two big differences between the schemes in advanced nations and those in India. First, the FFPT isn't universal, and second, the transportation request isn't a monopoly request of state transport pots but a competitive request with private players.

Benefits of scheme:

- ◇ In fact, it is very useful for college students, women who want to study, women who want to get social knowledge housewife's who do small business at home.
- ◇ For women who travel half an hour for a salary of one thousand or two thousand and work at the next house.
- ◇ For low-wage women who work in clothing stores, small

businesses as cleaners and builders.

- ◇ There is no doubt that this scheme is a rapture for women who are preparing to go to work thinking that their husband's income is not enough at home and will help them to buy something for their children apart from these the scheme is very useful for women fishermen and farmers.

Suggestions:

1. TNSTC buses should be washed internally and externally for two times in a week.
2. A compliant box will be available for passengers with every terminal bus stand. Passenger grievance cell may be formed to solve the grievance of passengers received through mail, complaint box and toll free number.
3. Maintenance in-charge will be held responsible for the smooth running of buses. For this purpose, a maintenance manager may be appointed for every 50 buses.

CONCLUSION:

Empowering women to participate fully in economic life across all sectors is essential to build stronger economics, achieve internationally agreed goals for development and sustainability, and improve quality of life. Also there have been a number of initiatives involving women in road construction and maintenance schemes. These schemes offer wage opportunities for poor rural women. In addition, women's motivation to engage in entrepreneurship activities and the growing acceptance of women in markets provide an incentive for women to take a vested interest in the improvement and maintenance of roads and transport facilities as they need safe and effective transport to run their businesses. The ease and safety of travel can encourage greater numbers of women to take wage employment that requires them to commute or travel. The growth of a country and the growth of a state is measured by the growth of women.

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