

Welcome students, I'm Mrs Ishani Roy from Govt. College, Pernem. The course title of today's presentation is **Geography of Commercial Activity**. It is for first year Bachelor of Commerce program. The topic is **Transport Network**.

The outline of the course is as follows;

Introduction

Types of network

Factors of network,

Conclusion and reference.

The learning outcome;

Student will gain knowledge about network.

They will understand the importance of transport network.

They will be able to identify distinctive types of network and be able to explain the factors affecting network.

## **Introduction**

The term network refers to the framework of routes within a system of locations called as nodes. A route is a single link between two nodes which are part of a larger network like rail and roads. Transportation system is commonly represented by networks for their structure and flow. Development of transport network depends on various strategies like providing access and mobility to a region. Introducing specific trade corridor or mode depending on the need of the area depending on the terrain of that area. So a transport network presents either a permanent tract like a rail, road, canals, or a scheduled services like Airline, train, etc.

Now **types of network**. There are different types of network. So transport network is the overall system consisting of different transport routes and modes. Networks are connected through roads and streets, railways pipes and power lines depending on the mode. Network can be classified as.

*Air Network* -which is developed around the node like airport, from one airport to different airport? The link is there which the core element is. The airport is the core element.

Next is *maritime network* which usually develop along the sequences of nodes from one port to another port to another ports along the coast. Logistic network is multi nodal network. Separate network within networks like manufacturing network from one industry to the production center. The industry distribution network for production includes Center to the distribution center, Cold storage.

Next is *Road network*. This network has no tangible nodes but fixed paths with different scale of services. It can be population or it can be freight services or passenger services.

Next is *rail network*. These networks having linear nodes linked with station and train.

Next point is **factors of network**. Every country has its unique transport network, which is shaped by history of development and geography of the country. However, some general factor affect transport network is physical factors. Physical geography of a country is the most obvious factor influencing density of transport network and the carrying capacity. If the country is mainly having water bodies, so obviously water transport has to be developed. So depending on the physical terrain of the country the transport network develops and how much network will be developed that also depends on the physical factor. Difficult terrain raises cost and physical constraint for constructing modern route. For example, in high mountain areas lack of settlement in mountain and forest areas leads to less demand and less traffic. So unnecessary developing very modern transport network will be very costly. However, mining, trade and defense can facilitate development of transport network in difficult topography also.

Next is *political factors*. Political and government decisions are very crucial for development of transport system, either upgrading the existing one or planning on new, especially in our country. We know very well that depending on the political and government decision which part, which branch, which will come with railway, that entirely depends on the government decisions. Government policies also determine changes in modes of transport. Government finance is

essential since transport infrastructure is highly expensive to build, like for example building airport port is needed government finance. Political decisions regarding development of transportation influence regional development and local economy as well.

Next point is *stage of development*. Transport network of a country often reflects the stage of economic development. It has achieved in the developing countries. Transport network has been improved and diversified from the colonial era. As we all know all the countries which were colonized earlier today are having highly modern transport network development. Modern transport network is responsible for accelerated economic growth and transition from developing economy to develop one. Highly modernized and effective transportation system can lead to very efficient economic activities. Hence transport Network is an indicator of economic growth of a country.

**Conclusion:** The analysis of transport networks has become an important part of geographical studies since it involves spatial pattern of transportation in a region. Geography is totally involved in the development of transport network. Without studying the geographical terrain, geological structure, land and rail transport is difficult to construct. However, transport networks are highly complex special systems. It needs geographical analysis. Transport networks are dynamic, changing constantly today. From slow moving buses to high speed bus or high speed rail network or roadways. So,, it is constantly changing. Routes are being developed regularly owing to changing technology, demands and needs of a region. Sometime population has increased so; it needs to develop two lanes to four lane highway four into 16 lane highways. New Bridge is needed to come in some places. Many roads and railways are abandoned.

For my presentation today these references has been used. Student can use these for further studies.

Thank you all for listening to my presentation.