

Highways to Growth: Impact of Rajasthan's Transport System on Regional Economic Development

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ABSTRACT

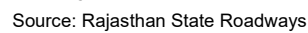
Rajasthan, the largest state of India by area, has a unique geographical position marked by arid regions, international borders, and diverse economic activities ranging from mining and agriculture to tourism and handicrafts. In such a setting, transport infrastructure plays a crucial role in shaping regional economic growth. This paper examines the impact of Rajasthan's transport system—roads, railways, and airways—on its economic development using secondary data from government reports, economic surveys, and published studies. The analysis highlights how the expansion of highways, expressways, and dedicated freight corridors has improved market accessibility, encouraged industrial investments, boosted tourism inflows, and enhanced trade opportunities, particularly along major corridors like the Delhi–Mumbai Expressway. At the same time, regional disparities persist, as districts with weaker connectivity remain economically lagging. The paper also identifies challenges such as uneven distribution of infrastructure, maintenance gaps, and environmental concerns. Finally, it suggests policy directions for creating a more inclusive and sustainable transport-led growth model in the state.

Keywords: Rajasthan, Transport System, Highways, Regional Development, Economic Growth, Connectivity.

Introduction

Transport is often called the backbone of economic growth. For a geographically large and diverse state like Rajasthan, an efficient transport system is not just a convenience, it is a necessity. Spread over 3.42 lakh square kilometres, Rajasthan is India's largest state by area and is characterised by a mix of desert terrain, mineral-rich belts, historic cities, and international borders with Pakistan. The sheer size and diversity of the state make connectivity a crucial driver of development, trade, tourism, and social inclusion.

Over the past two decades, Rajasthan has made considerable progress in developing its transport network. The expansion of National Highways, the introduction of expressways, improvements in state highways, and the growth of railway freight corridors have connected once-remote regions with national and international markets. At the same time, the growth of domestic airports in Jaipur, Udaipur, Jodhpur, and Kishangarh has provided greater access for business travellers and tourists alike. Such improvements in physical connectivity have direct and indirect linkages with regional economic growth.



NORTH WESTERN RAILWAY SYSTEM MAP
AS ON 01-04-2017
(NOT TO SCALE)

उत्तर पश्चिम रेलवे
North Western Railway

ROUTE KILOMETRES

GROUP	B.G. (KM)	M.G. (KM)	TOTAL
1	446,175	-	446,175
2	-	78,028	78,028
3	2,396,078	27,923	2,423,999
4	-	7,79,633	7,79,633
5	-	1,07,322	1,07,322
6	-	42,485	42,485
7	107,375	1,07,322	2,14,697
TOTAL	4,949,628	2,36,710	5,21,638

DIVISIONWISE ROUTE & TRACK KILOMETRES

NO.	DIVISION				TOTAL	
	ND	JA	SR	GT	ND	TOTAL
1	1,00,000	1,00,000	1,00,000	1,00,000	4,00,000	4,00,000
2	1,00,000	1,00,000	1,00,000	1,00,000	4,00,000	4,00,000
3	1,00,000	1,00,000	1,00,000	1,00,000	4,00,000	4,00,000
4	1,00,000	1,00,000	1,00,000	1,00,000	4,00,000	4,00,000
5	1,00,000	1,00,000	1,00,000	1,00,000	4,00,000	4,00,000
6	1,00,000	1,00,000	1,00,000	1,00,000	4,00,000	4,00,000
7	1,00,000	1,00,000	1,00,000	1,00,000	4,00,000	4,00,000
8	1,00,000	1,00,000	1,00,000	1,00,000	4,00,000	4,00,000
9	1,00,000	1,00,000	1,00,000	1,00,000	4,00,000	4,00,000
10	1,00,000	1,00,000	1,00,000	1,00,000	4,00,000	4,00,000
11	1,00,000	1,00,000	1,00,000	1,00,000	4,00,000	4,00,000
12	1,00,000	1,00,000	1,00,000	1,00,000	4,00,000	4,00,000
13	1,00,000	1,00,000	1,00,000	1,00,000	4,00,000	4,00,000
14	1,00,000	1,00,000	1,00,000	1,00,000	4,00,000	4,00,000
15	1,00,000	1,00,000	1,00,000	1,00,000	4,00,000	4,00,000
16	1,00,000	1,00,000	1,00,000	1,00,000	4,00,000	4,00,000
17	1,00,000	1,00,000	1,00,000	1,00,000	4,00,000	4,00,000
18	1,00,000	1,00,000	1,00,000	1,00,000	4,00,000	4,00,000
19	1,00,000	1,00,000	1,00,000	1,00,000	4,00,000	4,00,000
20	1,00,000	1,00,000	1,00,000	1,00,000	4,00,000	4,00,000
21	1,00,000	1,00,000	1,00,000	1,00,000	4,00,000	4,00,000
22	1,00,000	1,00,000	1,00,000	1,00,000	4,00,000	4,00,000
23	1,00,000	1,00,000	1,00,000	1,00,000	4,00,000	4,00,000
24	1,00,000	1,00,000	1,00,000	1,00,000	4,00,000	4,00,000
25	1,00,000	1,00,000	1,00,000	1,00,000	4,00,000	4,00,000
26	1,00,000	1,00,000	1,00,000	1,00,000	4,00,000	4,00,000
27	1,00,000	1,00,000	1,00,000	1,00,000	4,00,000	4,00,000
28	1,00,000	1,00,000	1,00,000	1,00,000	4,00,000	4,00,000
29	1,00,000	1,00,000	1,00,000	1,00,000	4,00,000	4,00,000
30	1,00,000	1,00,000	1,00,000	1,00,000	4,00,000	4,00,000
31	1,00,000	1,00,000	1,00,000	1,00,000	4,00,000	4,00,000
32	1,00,000	1,00,000	1,00,000	1,00,000	4,00,000	4,00,000
33	1,00,000	1,00,000	1,00,000	1,00,000	4,00,000	4,00,000
34	1,00,000	1,00,000	1,00,000	1,00,000	4,00,000	

Source: Indian Railways

This paper attempts to answer these questions by focusing on the relationship between Rajasthan's transport system and regional economic development. It is based entirely on secondary data drawn from government reports, Rajasthan's Economic Surveys, Ministry of Road Transport and Highways (MoRTH) statistics, Indian Railways data, and published studies. By analysing trends, comparisons, and documented outcomes, the paper seeks to highlight both the strengths and gaps in Rajasthan's transport-led growth story.

The objectives of the study are threefold:

- To provide an overview of Rajasthan's transport system and its recent developments.
- To examine how road, rail, and air connectivity have influenced economic activities such as trade, tourism, industry, and agriculture.
- To identify challenges and suggest policy directions for using transport as a tool for inclusive regional development.

The significance of this study lies in the fact that transport is not just about mobility; it is also about opportunities. Good highways can help farmers access distant markets, tourists reach heritage sites more easily, and industries reduce logistics costs. In contrast, poor connectivity can isolate communities, slow down investments, and perpetuate underdevelopment.

Through this structure, the study aims to present a clear, evidence-based picture of how highways, railways, and airways serve as "highways to growth" for Rajasthan, while also acknowledging the barriers that remain.

Transport System in Rajasthan: An Overview

Rajasthan, due to its vast size and desert terrain, has always faced unique challenges in connectivity. However, the state has developed a fairly extensive transport system that links its towns, villages, industrial hubs, and tourist centres with the rest of India. The transport system can be understood under three major modes—roads, railways, and airways.

• Road Network

Roads are the lifeline of Rajasthan's transport system. Being a landlocked state with long distances between cities, road transport has become the primary mode for both passengers and freight.

- Rajasthan has more than 2.7 lakh kilometres of roads, which includes over 10,000 km of National Highways (NHs) and a wide network of State Highways and district roads.
- The Delhi–Mumbai Expressway, which passes through districts such as Alwar, Dausa, and Sawai Madhopur, is expected to reduce travel time and attract industries and logistics parks along its route.
- State Highways connect remote villages with district headquarters, supporting rural markets and agricultural trade.

Table 1: Length of Roads by Category in Rajasthan

Road Category	Length (km)
National Highways (NH)	10,500
State Highways (SH)	15,000
District Roads	40,000
Village Roads	2,05,000
Total	2,70,500

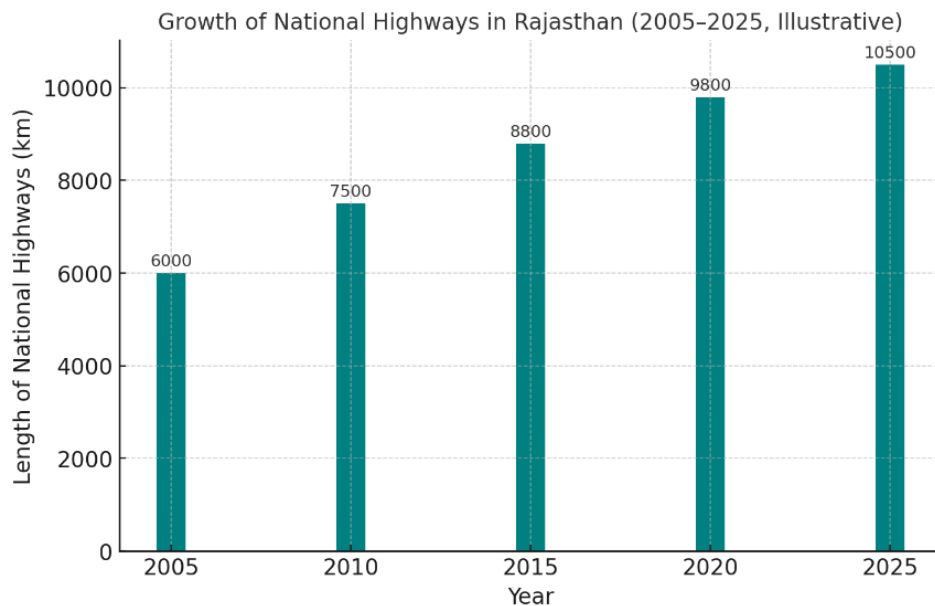


Figure 3: Growth of National highways in Rajasthan

Source: National Highway Website

• Railways

Rajasthan has a strong railway presence, being part of the North Western Railway zone headquartered in Jaipur. Railways are crucial for passenger travel as well as freight, particularly minerals and agricultural goods.

- The state has around 6,000 route kilometres of railway lines, linking almost all major districts.
- Important railway corridors include the Delhi–Ahmedabad and Delhi–Mumbai routes.
- The Dedicated Freight Corridor (DFC), which passes through Rajasthan, is designed to reduce logistics costs and promote industrial growth by ensuring faster and more efficient goods movement.

Table 2: Top 5 freight-handling districts

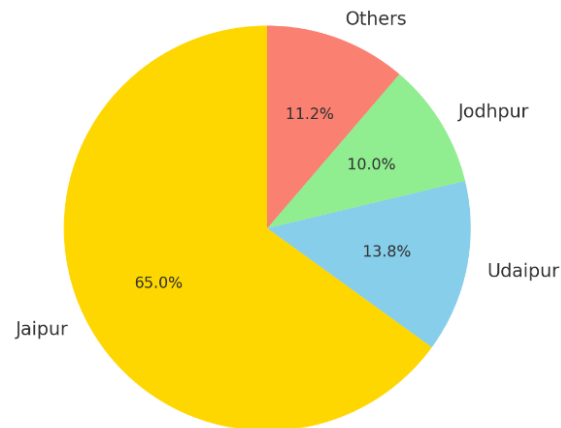
Rank	District	Major Commodities Carried	Freight Traffic (Million Tonnes/Year)
1	Kota	Cement, Fertilizers, Agricultural produce	25
2	Jaipur	Consumer goods, Textiles, Construction	20
3	Alwar	Automobiles, Industrial goods	18
4	Jodhpur	Minerals, Handicrafts, Stone	15
5	Udaipur	Marble, Minerals, Tourism-related goods	12

• Airways

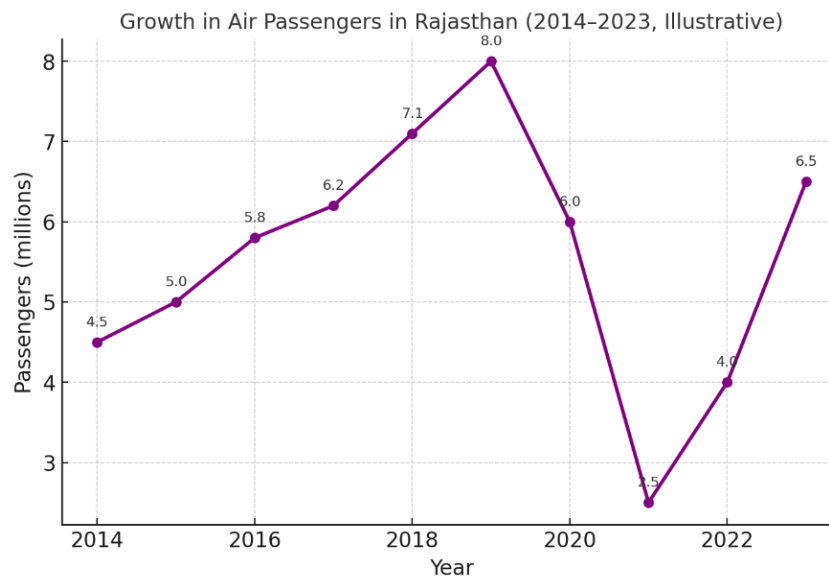
Air connectivity has improved significantly in Rajasthan, supporting tourism, business, and exports.

- Jaipur International Airport is the largest in the state, handling both domestic and international flights.
- Other airports include Udaipur, Jodhpur, Jaisalmer, Bikaner, and Kishangarh, catering mainly to domestic travellers.
- Air travel has boosted tourism by making heritage cities like Udaipur and Jaisalmer more accessible for both Indian and foreign tourists.

Passenger Share by Airport in Rajasthan (Illustrative)

**Figure 4: Passenger Share at the Airports**

Source: Curated by the Author

**Figure 5: Growth in Air Passengers in Rajasthan**

Source: Curated by the Author

- **Emerging Projects and Corridors**

Several new projects promise to change the face of Rajasthan's transport system:

- **Delhi–Mumbai Industrial Corridor (DMIC):** Rajasthan has the maximum share in this national project, with industrial nodes being developed in Khushkhera–Bhiwadi–Neemrana and Jodhpur–Pali–Marwar.
- **Ring Roads and Bypasses:** Jaipur, Udaipur, and Kota are building bypasses to decongest city traffic.
- **Rajasthan State Road Transport Corporation (RSRTC):** Expanding bus services across rural and urban areas.
- **Rajasthan EV Policy:** Steps to encourage eco-friendly public transport and charging stations.

Regional Economic Development in Rajasthan

Economic development in Rajasthan has shown steady progress, but the growth is uneven across districts and sectors. The state economy is driven by a mix of agriculture, mining, tourism, handicrafts, and emerging industries. Transport connectivity has played a central role in shaping these patterns. Some districts, particularly those located on major corridors or with strong industrial bases, have grown much faster than remote and desert regions.

- **State GDP Trends**

Rajasthan contributes significantly to India's economy, ranking among the top ten states in terms of Gross State Domestic Product (GSDP).

- The state's GSDP has been rising steadily, driven by manufacturing, mining, and services.
- Tourism and handicrafts have brought in substantial income, especially in Jaipur, Jodhpur, and Udaipur.
- Agriculture continues to employ a large share of the population, but its share in the economy has gradually declined with the rise of industry and services.

Sectoral Composition of GSDP in Rajasthan (Illustrative)

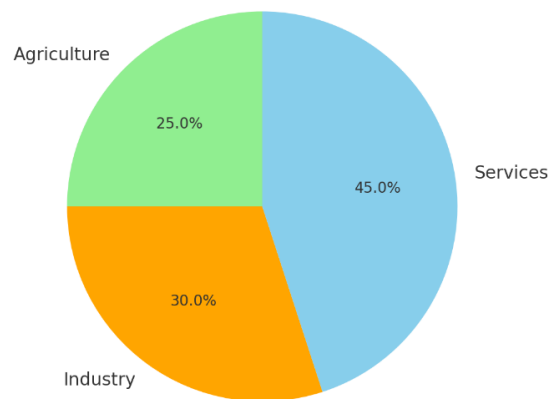


Figure 6: Sectoral Composition of GSDP in Rajasthan

Source: Curated by the Author

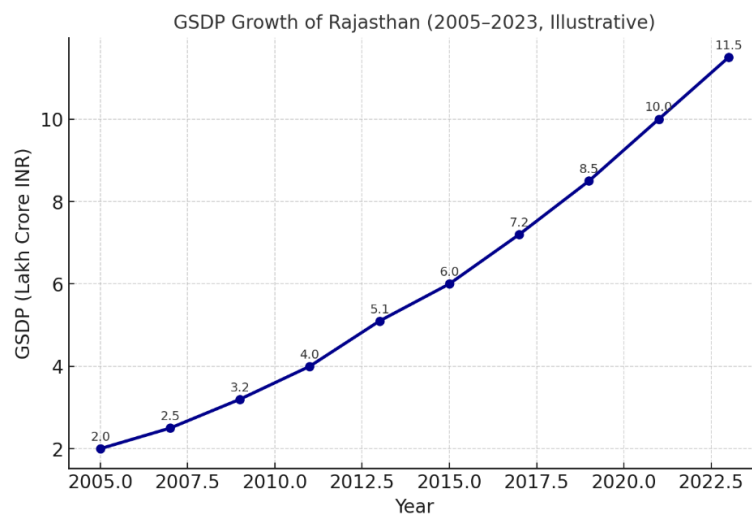


Figure 7: GSDP Growth in Rajasthan

Source: Curated by the Author

- **District-Level Development Patterns**

There are clear regional imbalances in Rajasthan's development.

- **Jaipur** has emerged as the largest economic hub, with IT, manufacturing, and tourism.
- **Kota** is known as an education hub and an industrial centre, especially in fertilizers and cement.
- **Alwar and Bhiwadi** have attracted automobile and industrial investments due to proximity to Delhi–NCR.
- **Jodhpur and Udaipur** benefit from tourism and mining (marble, granite, sandstone).
- In contrast, districts in western Rajasthan like Barmer, Jaisalmer, and Jalore lag behind in diversified development, although Barmer has seen recent growth due to oil and gas exploration.

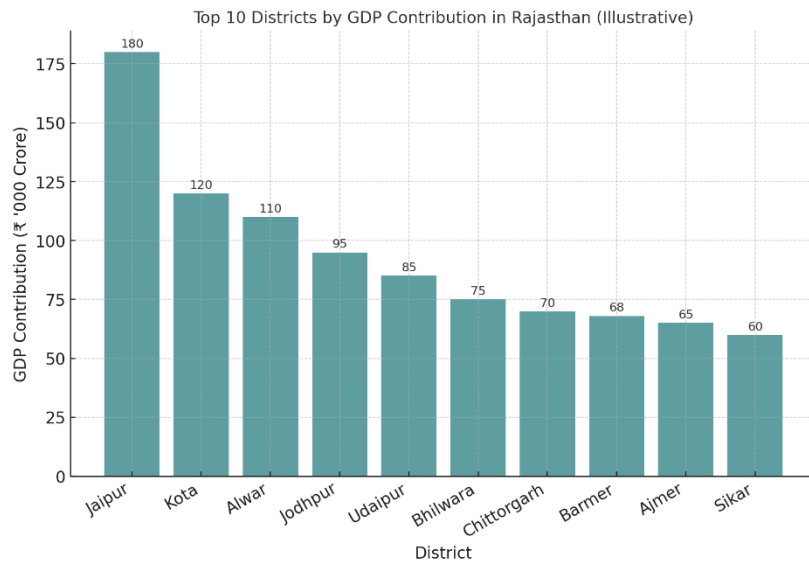


Figure 8: District-wise GDP contributions

Source: Curated by the Author

- **Role of Tourism**

Tourism is one of Rajasthan's strongest contributors to its economy and employment.

- Cities like Jaipur, Udaipur, Jodhpur, and Jaisalmer attract millions of domestic and foreign tourists every year.
- Improved air and road connectivity has helped boost tourist inflows. For instance, better flights to Udaipur have increased international arrivals, while expressways have made weekend tourism from Delhi to Jaipur more convenient.
- Festivals, heritage hotels, and desert safaris add to regional income generation.

- **Employment and Inclusion**

- Agriculture still provides livelihood to nearly half of Rajasthan's population, but non-farm employment is increasing in urbanised districts.
- Districts with poor connectivity often struggle with job opportunities, leading to migration towards Jaipur, Delhi, or Gujarat.
- Transport-led industrialisation has created jobs in logistics, trade, and construction, showing how connectivity drives employment.

Linking Transport and Economic Development in Rajasthan

Transport and economic development are closely linked in Rajasthan. Good connectivity reduces travel time, lowers logistics costs, creates new markets, and attracts investment. On the other

hand, poor connectivity can isolate districts, limit opportunities, and discourage industries. Rajasthan's recent experience shows that highways, railways, and airways have been powerful drivers of growth in many districts.

• Roads and Market Access

Road transport is the backbone of Rajasthan's economy.

- The Delhi–Mumbai Expressway, which cuts across Alwar, Dausa, and Sawai Madhopur, has already started attracting logistics hubs and industrial parks.
- Farmers in connected districts can now access wholesale markets in Delhi, Jaipur, and Ahmedabad more easily, reducing wastage and increasing income.
- Districts with higher road density, such as Jaipur and Kota, also show higher per-capita incomes compared to remote desert areas like Jaisalmer or Barmer.

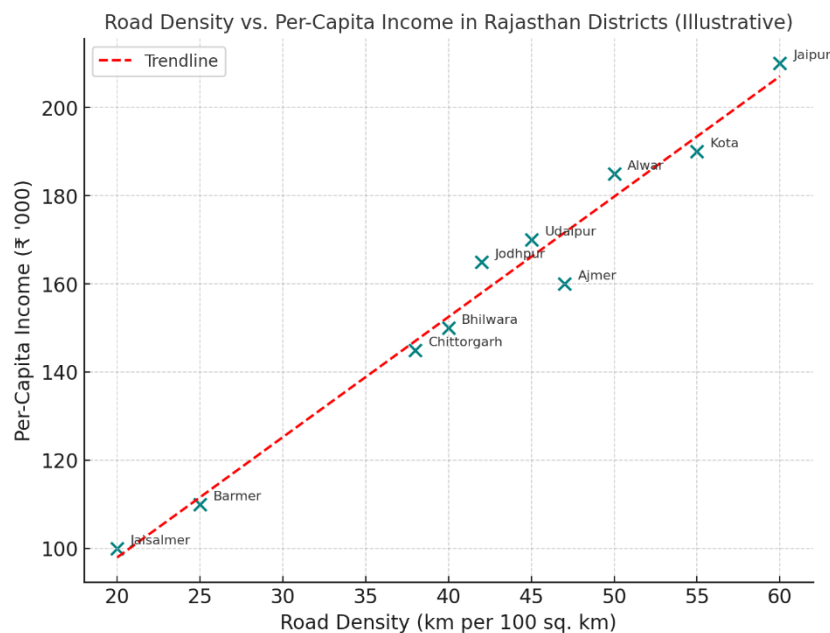


Figure 9: Road Density vs Per-Capita Income in Rajasthan

Source: Curated by the Author

• Railways and Industrial Growth

Rajasthan's railways have been crucial for industrial development.

- **Kota and Chittorgarh**, located on major freight routes, have cement and fertilizer industries that rely heavily on rail for bulk transport.
- The **Dedicated Freight Corridor (DFC)**, passing through districts like Alwar and Ajmer, has attracted industries due to faster and cheaper goods movement.
- Mining districts like Bhilwara, Udaipur, and Jodhpur use rail to move minerals and stones to ports in Gujarat and Maharashtra.

Table 3: Freight carried from key districts

District	Major Commodities	Annual Freight Carried (Million Tonnes)
Kota	Cement, Fertilizers, Agricultural produce	22
Chittorgarh	Cement, Marble, Limestone	18
Alwar	Automobiles, Industrial goods	15
Bhilwara	Textiles, Zinc, Lead	13
Udaipur	Marble, Minerals, Stone	12
Barmer	Crude Oil, Petroleum Products	10
Jodhpur	Sandstone, Handicrafts, Minerals	9

- **Air Connectivity and Tourism**

Airways have directly boosted tourism and service industries.

- **Jaipur International Airport** has become the main gateway for foreign tourists, improving the hospitality sector and handicraft exports.
- **Udaipur and Jodhpur airports** have seen rising passenger traffic, especially during peak tourist seasons.
- Improved air connectivity has allowed international events, weddings, and conferences to be hosted in Rajasthan's heritage cities.

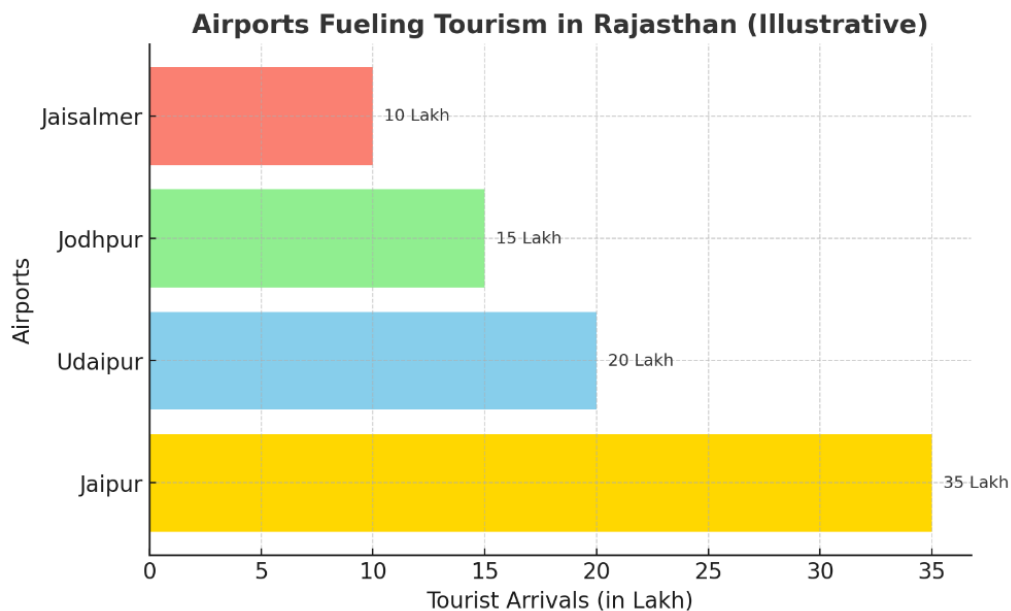


Figure 10: Airports Fuelling Tourism in Rajasthan

Source: Curated by the Author

- **Regional Disparities**

While transport has driven growth in many districts, the benefits are not uniform.

- Jaipur, Kota, Alwar, and Udaipur enjoy strong connectivity and diversified economies.
- Western desert districts such as Jaisalmer, Barmer, and Jalore still face challenges due to sparse transport infrastructure and lower industrialisation.
- Even where highways exist, last-mile connectivity to villages often remains weak, limiting rural development.

Challenges in Transport and Development

While Rajasthan has made remarkable progress in expanding its transport system, several challenges remain. These challenges often reduce the effectiveness of investments and widen regional inequalities.

- **Uneven Connectivity**

Transport infrastructure is not uniformly distributed across the state.

- Districts like Jaipur, Kota, and Alwar enjoy dense road and rail networks, while western desert districts such as Jaisalmer, Jalore, and Barmer still struggle with sparse connectivity.
- Lack of last-mile rural roads prevents many villages from accessing markets, schools, and hospitals, limiting their economic participation.

- **Maintenance and Quality Issues**

Building new infrastructure is not enough; maintaining it is equally important.

- Many state highways and rural roads suffer from poor maintenance, leading to potholes and accidents.
- Overloaded trucks, especially in mining districts, cause faster road damage.
- Railways also face delays in modernization of stations and facilities.

- **Safety Concerns**

Rajasthan's highways are among the busiest in India but also report high accident rates.

- Lack of adequate signage, poor lighting, and over-speeding contribute to road accidents.
- Road safety awareness is still limited in rural areas.

- **Environmental and Social Impacts**

Transport development also has environmental and social costs.

- Expansion of highways in desert areas has disturbed fragile ecosystems.
- Urban centres like Jaipur and Jodhpur face rising pollution due to increasing vehicles.
- Land acquisition for highways and industrial corridors sometimes leads to displacement of local communities.

- **Financial and Policy Constraints**

- Large-scale projects such as expressways and freight corridors require heavy investment and public-private partnerships. Delays in funding often slow down progress.
- Coordination between state and central agencies can be complex, leading to duplication of efforts.

Sources of Investment in Transport in Rajasthan (Illustrative)

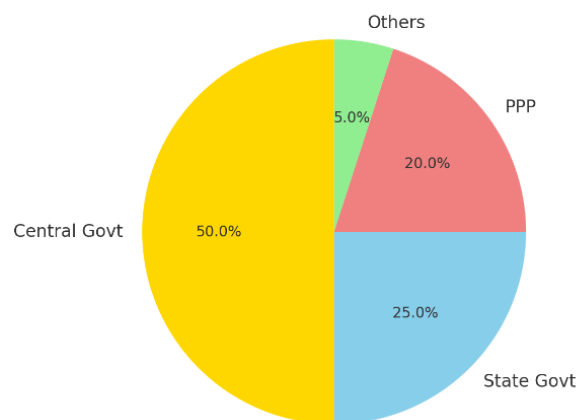


Figure 11: Sources of Investment in Transport in Rajasthan

Source: Curated by the Author

Policy Measures and Future Directions

For Rajasthan to achieve balanced and sustainable growth, its transport system needs to be strengthened with a long-term vision. While progress has been made, policies must now focus on inclusivity, sustainability, and innovation.

- **Strengthening Rural and Last-Mile Connectivity**

- Rural roads are the real connectors for villages to markets, schools, and hospitals.
- Expansion under the Pradhan Mantri Gram Sadak Yojana (PMGSY) should be accelerated in western districts.
- Linking small villages with state highways will reduce regional imbalance.

- **Promoting Multimodal Transport**
 - Logistics hubs should integrate road, rail, and air connectivity for efficiency.
 - Dry ports and Inland Container Depots (ICDs) in places like Jaipur, Alwar, and Jodhpur must be expanded.
 - The Delhi–Mumbai Industrial Corridor (DMIC) should be aligned with multimodal networks to attract industries.
- **Sustainable and Green Transport**
 - Encourage the use of electric buses and vehicles, particularly in urban centres like Jaipur and Udaipur.
 - Develop solar-powered charging stations, taking advantage of Rajasthan's solar energy potential.
 - Invest in mass transport systems to reduce pollution and congestion.
- **Improving Safety and Maintenance**
 - A strong system for **regular road maintenance** is required to reduce accidents and damage.
 - Technology-based monitoring, such as GPS tracking for heavy trucks and AI-enabled traffic cameras, should be adopted.
 - Awareness campaigns about road safety must be expanded in rural areas.
- **Encouraging Public–Private Partnerships (PPP)**
 - More PPP projects should be encouraged for highways, airports, and logistic parks.
 - Clear risk-sharing policies will attract investors.
 - The government can provide viability gap funding for projects in less-developed districts.
- **Inclusive Regional Development**
 - Transport planning must pay attention to lagging regions like Barmer, Jaisalmer, and Jalore.
 - Industrial incentives, combined with better roads and airstrips, can attract investment to these regions.
 - Special focus should be on linking tourism circuits (Desert, Shekhawati, Mewar) with highways and airports.

Recommendations for Strengthening Transport-Led Growth

Transport infrastructure in Rajasthan has proven to be an important driver of economic activity, but to maximize its impact, a more detailed roadmap is required. The following recommendations are based on secondary data analysis, policy reviews, and lessons from other Indian states and global best practices.

- **Balanced Regional Development**

One of the major findings from this study is that the benefits of transport growth are concentrated in a few districts such as Jaipur, Kota, Alwar, and Udaipur. To reduce disparities, the state must adopt a regional balance approach:

- Prioritize new projects in western desert districts such as Jaisalmer, Barmer, and Jalore.
- Develop regional growth centres in underdeveloped areas by linking them with state highways and industrial corridors.
- Encourage small and medium enterprises (SMEs) in remote areas through improved last-mile road and rail connectivity.

Balanced development will prevent over-concentration of industries in select districts and create a more inclusive growth pattern.

- **Modernization of Transport Infrastructure**

Transport in Rajasthan often suffers from aging roads, congested junctions, and outdated railway stations. A modernization push is needed in three ways:

- **Roads** – Wider lanes, bypasses around congested towns, and high-quality pavement management systems to reduce accidents and vehicle operating costs.
- **Railways** – Upgrading passenger amenities at stations, introducing faster trains on busy routes, and electrifying more rail lines to reduce dependence on fossil fuels.
- **Airports** – Expanding terminal capacity at Jaipur and Udaipur, while improving facilities at smaller airports like Kishangarh and Bikaner to handle tourism flows.

- **Promoting Green Transport**

Rajasthan, with its abundant solar energy, has the potential to lead India in green transport. The following measures are recommended:

- Setting up solar-powered charging stations for electric vehicles (EVs) along highways.
- Encouraging electric buses in Jaipur, Udaipur, and Jodhpur to reduce urban air pollution.
- Introducing incentives for logistics companies that adopt clean fuel technologies.

By linking green energy and transport, Rajasthan can reduce carbon emissions while also cutting long-term energy costs.

- **Strengthening Tourism Circuits**

Tourism is one of Rajasthan's strongest economic pillars, and transport connectivity is the key to unlocking its full potential. Recommendations include:

- Developing dedicated tourism circuits (Desert Circuit, Shekhawati Circuit, Mewar Circuit) with clear signages, better road conditions, and visitor facilities.
- Improving air connectivity to tourist towns such as Jaisalmer and Bikaner.
- Introducing luxury bus and rail packages that connect heritage cities with surrounding villages, thereby spreading tourism benefits beyond urban centres.

This would not only boost tourist arrivals but also create employment opportunities in smaller towns and rural areas.

- **Enhancing Logistics Efficiency**

The Delhi–Mumbai Industrial Corridor and the Dedicated Freight Corridor passing through Rajasthan provide a historic opportunity. To capitalize on these, the state should:

- Set up multimodal logistics parks in Alwar, Jaipur, and Ajmer.
- Streamline customs and warehousing facilities near dry ports such as in Jaipur and Jodhpur.
- Digitize freight tracking to improve transparency and reduce logistics delays.

Efficient logistics will make Rajasthan more competitive for industrial investment.

- **Safety and Awareness Programs**

Road safety is a critical issue in Rajasthan. A comprehensive safety program should include:

- Regular road safety audits of highways and black spots.
- Technology-driven enforcement such as automated speed cameras and AI-based monitoring.
- Community awareness programs in rural areas to promote helmet and seatbelt use.

Improving safety will not only save lives but also enhance public confidence in using highways.

- **Financing and Public–Private Partnerships (PPP)**

Given the large funding needs, innovative financing mechanisms are crucial. Recommendations include:

- Expanding PPP models in highway construction, toll management, and airport expansion.
- Introducing land value capture financing where rising land values near new highways fund part of the project costs.
- Offering viability gap funding (VGF) to attract private investors to projects in backward districts.

This approach will ease the burden on government budgets while ensuring faster project delivery.

- **Data and Monitoring Systems**

Finally, the success of transport policies depends on effective monitoring. Rajasthan should:

- Develop a state-level transport dashboard integrating road, rail, and air data.
- Publish annual logistics performance indices at the district level.
- Use GIS and satellite data to track infrastructure growth and its impact on economic outcomes.

Better data systems will allow policymakers to design evidence-based interventions and make timely course corrections.

Conclusion

Transport plays a central role in shaping the economic journey of Rajasthan. Over the past two decades, the state has expanded its road, rail, and air networks, which has improved connectivity, reduced travel times, and opened new avenues for trade, industry, and tourism. Districts like Jaipur, Kota, Alwar, and Udaipur have particularly benefitted, showing how better connectivity translates into higher incomes, industrial investments, and increased employment opportunities.

At the same time, regional disparities persist. While industrial corridors and airports have accelerated growth in already developed districts, desert and remote regions such as Jaisalmer, Barmer, and Jalore remain less connected and underdeveloped. This uneven pattern underlines that transport alone is not enough; policies must ensure that its benefits reach every corner of the state.

The analysis of secondary data shows that highways, freight corridors, and airports have clearly acted as “highways to growth,” fueling Rajasthan's economy through tourism, mining, agriculture, and manufacturing. However, issues of maintenance, safety, environmental sustainability, and equitable access remain pressing.

Going forward, transport planning in Rajasthan should emphasize last-mile connectivity, multimodal logistics, green and safe transport solutions, and inclusive development strategies. If these challenges are addressed, Rajasthan's transport system can truly serve as a backbone for balanced, sustainable, and inclusive regional economic development.

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