

**ESTIMATES COMMITTEE
(1977-78)**

(SIXTH LOK SABHA)

FOURTH REPORT

**MINISTRY OF TOURISM AND CIVIL AVIATION
—TOURISM**

[Action taken by Government on the Recommendations contained in the Hundredth Report of the Estimates Committee (Fifth Lok Sabha) on the Ministry of Tourism and Civil Aviation (Department of Tourism)—Tourism]

Presented in Lok Sabha on . . . **23 DEC 1977**



**LOK SABHA SECRETARIAT
NEW DELHI**

December, 1977/Agrahayana, 1899 (Saka)

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CORRIGENDA

TO

FOURTH REPORT (ACTION TAKEN) OF THE ESTIMATES
COMMITTEE ON TOURISM.

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(1977-78)

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STUDY GROUP 'G'
ESTIMATES COMMITTEE
(1977-78)

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7. Shri K. P. Unnikrishnan.

INTRODUCTION

1. the Chairman of the Estimates Committee having been authorised by the Committee to submit the Report on their behalf, present this Fourth Report on action taken by Government on the recommendations contained in the Hundredth Report of the Estimates Committee (Fifth Lok Sabha) on the Ministry of Tourism and Civil Aviation (Department of Tourism)—Tourism.

2. The Hundredth Report was presented to Lok Sabha on 26 April, 1976. Government furnished their replies indicating action taken on the recommendations contained in that report by 15 November, 1976. Further information called for by the Committee was furnished by Government by 5 September, 1977. The replies were examined by the Study Group 'G' of Estimates Committee (1977-78) at their sitting held on 24 November, 1977. The draft report was adopted by the Estimates Committee (1977-78) on 3 December, 1977.

3. The Report has been divided into the following Chapters :—

- I Report
- II Recommendations which have been accepted by Government.
- III Recommendations which the Committee do not desire to pursue in view of the Government's replies.
- IV Recommendations in respect of which replies of Government have not been accepted by the Committee.
- V Recommendations in respect of which final replies of Government are still awaited.

4. An analysis of the action taken by Government on the recommendations contained in the 100 Report of the Estimates Committee (Fifth Lok Sabha) is given in Appendix II. It would be observed therefrom that out of 30 recommendations made in the Report, 19 recommendations *i.e.* 64 per cent have been accepted by Government and the Committee do not desire to pursue 9 recommendations *i.e.* 30 per cent in view of Government's replies. Replies of Government have not been accepted by the Committee in respect of one recommendation *i.e.* 3 per cent. Final reply of Government in respect of one recommendation *i.e.* about 3 per cent is still awaited.

5. The Committee place on record their appreciation of the commendable work done by the Action Taken Study Group of Estimates Committee (1976-77) in obtaining additional information on the points arising from the Government's replies.

NEW DELHI :

SATYENDRA NARAYAN SINHA
Chairman,

December, 12 1977.

Agrahayana 21, 1899 (Saka)

Estimates Committee.

CHAPTER I

REPORT

1. This Report of the Committee deals with the action taken by Government on the recommendations contained in the 100th Report (Fifth Lok Sabha) on Ministry of Tourism and Civil Aviation (Department of Tourism)—Tourism which was presented to Lok Sabha on 26 April, 1976.

2. Action Taken notes have been received from Government in respect of 29 out of 30 recommendations contained in the Report. Final reply in respect of recommendation at Sl. No. 4 (para 2.30) is still awaited.

3. The Action Taken Notes on the recommendations of the Committee have been categorised as follows :—

- (i) Recommendations/observations that have been accepted by Government : Sl. Nos. 1, 5, 6, 7, 8, 10, 11, 15, 16, 17, 18, 19, 20, 22, 23, 26, 28, 29 and 30.
- (ii) Recommendations/observations which the Committee do not desire to pursue in view of the Government's replies : Sl. Nos. 2, 3, 9, 12, 13, 14, 24, 25 and 27.
- (iii) Recommendations/observations in respect of which replies of Government have not been accepted by the Committee. Sl. No. 21.
- (iv) Recommendations in respect of which final replies are still awaited. No. 4.

4. The Committee will now deal with the action taken by Government on some of their recommendations.

TOURISM POLICY

Recommendations No. 4

5. The Estimates Committee (1975-76) *inter alia* observed that even though the recommendation contained in their 42nd Report (Fifth Lok Sabha) had been accepted by Government and a paper on tourism philosophy had also been prepared, the policy on tourism had not been formulated so far on the ground that this was a fast changing industry and that it involved "security considerations, entry of foreigners, cleanliness of our cities and towns, problem of urban development, * * * foreign exchange regulations, foreign collaboration, import controls for hotel equipment, coaches and transport services, customs laws, purchase of aircraft fleet for our airlines, civil air transport policies including air services agreements, establishment of overseas offices, Centre-State relations, inter-State movement, export of anti-quinities, temperance or prohibition laws, archaeological services etc."

6. The Committee drew attention of the Government in this connection to the fillip the Export promotion effort had received as a result of the adoption of the Export Policy Resolution which was also a fast moving

subject like Tourism. The Committee expressed the view that a formal formulation of the tourism policy laying down the basic approach to the promotion of tourism in the country would not only reinvigorate the tourism promotion effort but would also provide a clear framework for implementation at all levels. The Committee accordingly urged Government to review the position and determine to what extent it would be advantageous to formulate a tourism policy in the light of experience gained so far keeping in view the development of tourism in the country.

7. In a note dated March 10, 1977, the Ministry of Tourism and Civil Aviation have stated that the formulation of Tourism Policy is under active consideration in consultation with various Government and other agencies engaged in promotion of tourism and that it is likely to take some time before it takes a final shape. Final reply of the Government in this regard has not so far been received.

8. The Committee attach great importance to the formulation of tourism policy in the interest of laying down the basic approach in regard to the promotion of tourism in the country and providing a clear framework for implementation at various levels. As considerable time has already been taken in finalising this matter the Committee urge that concerted measures should be taken to arrive at an early decision in this regard in consultation with all concerned.

HOTEL ACCOMMODATION

Recommendation No. 21. Paragraph 5.18

9. The Committee *inter alia* observed that since the hotels constituted the most important and in fact a basic element of tourism infra-structure, the various measures taken and efforts made for tourist promotion would not produce the desired results if the hotel accommodation in the country lagged behind. The Committee had, therefore, urged Government to keep a close watch on the tourist traffic in the coming years and ensure that adequate accommodation was made available to meet the minimum requirements of the tourist arrivals. Considering the speed with which the hotel room capacity had been developed during the previous three years the Committee were confident that it would not be difficult for the Department of Tourism/I.T.D.C. to make the leeway if adequate funds were made available for the purpose.

10. Government have informed the Committee in their reply that the provision for the construction of hotels by the ITDC, a public sector undertaking and for the grant of loans to private sector hotel projects, originally made in the Fifth Plan has been considerably reduced due to the constraint on resources in view of the overall reduction in the size of the Fifth Plan for Tourism. As a result of the assistance given to the private sector through hotel loans and the construction of accommodation by ITDC, the total number of rooms expected to be available by the end of the Fifth Plan period would be 22,600. According to an assessment made by the Department of Tourism these rooms would cater to about 7 lakh foreign tourists.

11. The Committee note that with the reduced provision for the construction of hotels by the ITDC and for the grant of loans to private sector

hotel projects due to constraint on resources the total number of rooms to be available by the end of 1978-79 will be 22,600 which would be sufficient to cater to only 7 lakh tourists as against the projected arrival of 8 lakh tourists. As hotels constitute the most important and in fact, the basic element of tourism infrastructure for promotion of tourism, the Committee would, urge the Government to review the position in this regard and ensure that no shortage of hotel accommodation is experienced by the tourists in the coming years.

The Committee would like to stress that Government should, while formulating plans for constructing accommodation for tourists, keep in view the changing patterns of tourist arrivals. As is well-known, overwhelming number of the foreign tourists now belong to the younger generation and come from less affluent countries or sections of society. They do not come just on business trips but want to see on their limited budget as much of this vast and beautiful country as possible. Moreover, the requirement of our domestic tourists belonging to middle classes are also to be met. The Committee would therefore like Government to cater to the requirements of middle and lower income groups of tourists both foreign and domestic and utilise the available resources for the construction of cheaper and clean accommodation with essential amenities to meet their requirements.

HOTEL ACCOMMODATION FOR INDIAN TOURISTS

Recommendation No. 22, Paragraph 5.19

12. The Committee observed that the hotel accommodation provided by the Department of Tourism/ITDC was generally costly and apart from the foreigners was mainly used by the more affluent sections of Indian society only. Even the accommodation provided in the motels and two and three star category hotels was far beyond the reach of the middle and lower middle class families. That, the Committee observed, might be due to the fact that the objective set forth by the Tourism Department for itself was to promote international Tourism which requires high star category hotels. While the Committee agreed that promotion of international tourism was to be assiduously pursued, they pointed out that importance of domestic tourism should not be lost sight of as according to Government's own admission "domestic tourism can give our people a sense of unity and identification, a broadening of their emotional and cultural horizon, a sense of belonging and pride and above all, a sense of the wonder that is this vast country."

13. The Committee, therefore, recommended that effective measures should be taken by the Department of Tourism in consultation and coordination with the State Governments to provide cheap livable and clean accommodation to cater to the requirements and paying capacity of middle class and lower middle class domestic tourists.

14. In reply, the Ministry have stated that the distinction between the facilities provided by the Central Department of Tourism and the State Governments is for the purpose of fixing responsibility rather than making a differentiation in the type of facilities being provided. It has been stated that the infrastructure planned by the Central Government is used by international and domestic tourists. According to the Ministry it is, however, true that some of the hotel accommodation provided by ITDC is of a higher standard, and therefore, more expensive. The Department of Tourism is

stated to have taken the following steps to promote inexpensive accommodation :—

- (1) The Department of Tourism has a programme for the construction of Tourist Bungalows, Youth Hostels and Camping Sites, all these facilities are in the inexpensive range available to domestic tourists as much as to international visitors.
- (2) The Department of Tourism has played an active role in encouraging the State Governments to create facilities at places which are frequented by domestic tourists.
- (3) Programmes of the State Governments have been supported at the Annual-Plan meetings held in the Planning Commission to help the States get additional funds.
- (4) The Department of Tourism has undertaken advertising and promotion as and when funds were available, to encourage domestic tourism.
- (5) The Central Department of Tourism has given advice to a number of State Governments about facilities to be provided particularly of the inexpensive type.
- (6) Private individuals desirous of building 1-2 star hotels have been given all the encouragement and advice.
- (7) Constant stress is being laid on maintenance of the tourist infrastructure. An offer has been made to the State Governments to hold training courses for the staff working in Tourist Bungalows.

15. The Committee feel that the measures taken so far by the Department of Tourism are largely supplementary to the efforts made by the States towards provisioning and construction of inexpensive accommodation suited to promotion of domestic tourism. The Committee would like to reiterate that the Central Department of Tourism should in close coordination with the State Governments chalk out concrete long-term plan for providing cheap accommodation with essential amenities suited to the requirements and paying capacity of the domestic tourists on the basis of an overall assessment of the potentialities of tourist traffic within the country as also keeping in view the new trends in tourist arrivals from abroad.

Implementation of recommendations

16. The Committee would like to emphasise that they attach the greatest importance to the implementation of the recommendations accepted by Government. They would, therefore, urge that Government should keep a close watch so as to ensure expeditious implementation of the recommendations accepted by them. In cases where it is not possible to implement the recommendations in letter and spirit for any reason, the matter should be reported to the Committee in time with reasons for non-implementation.

17. The Committee would also like to draw attention to their comments made in respect of the replies of Government to the Recommendations at SL Nos. 11 and 30 (Chapter II) and desire that Government should take action in pursuance thereof and also furnish the requisite information to the Committee.

CHAPTER II

RECOMMENDATIONS WHICH HAVE BEEN ACCEPTED BY GOVERNMENT

Recommendation (S. No. 1 Para No. 2.14)

The Committee note that in implementation of the recommendations contained in the 42nd Report of the Estimates Committee (1972-73) a Cost Benefit Study of Tourism in India was entrusted to the National Council of Applied Economic Research. The Study has brought out that although tourism is not yet a very significant sector of the national economy, its share in the national income has been increasing rapidly since 1965-66. The gross receipts from foreign tourists expenditure in the country rose from about Rs. 150.4 million in 1965-66, to Rs. 273.7 million in 1968-69 and to about Rs. 621.9 million in 1972-73. On the other hand cost of tourism appears to be coming down. Against 7.6 per cent in 1968-69 it worked out to be 5.1 per cent of gross income from tourists in 1972-73. The estimates also clearly show a sharp rise in employment in tourism sector and its contribution to tax revenues of Government.

Reply of Government

The observations of the Estimates Committee in the above para have been noted. These views are in conformity with the views of the Department of Tourism.

It is heartening that the receipts from foreign tourists expenditure during 1975 have risen to Rs. 1042 million.

[Ministry of Tourism and Civil Aviation O.M. No. H.11013(15)/76-Tourism dated November 15, 1976]

Recommendation (Serial No. 5 Para 2.44)

The Committee are concerned to note that there has been an uneven growth of tourist arrivals in India since 1969 onwards. While a growth rate of as much as 29.6 per cent was recorded in 1969 over the previous year, it fell down to 14.8 per cent in 1970, 7.2 per cent in 1971, 13.9 per cent in 1972, 3.8 per cent in 1973; 3.2 per cent in 1974. The Committee understood that the precipitate fall in the growth rate of tourist arrivals in India has been mainly due to dislocation caused by several factors which adversely affected tourist flow to India in 1974. These were the high cost of fuel and consequent increase in international air fares, inflation in the tourist originating markets, the Railway strike, Indian Airlines lockout and the Air India Lockout. The Committee also note that 1974 was a bad year for tourism all over the world.

The Committee have been informed that the position in 1975 was encouraging inasmuch as the growth was 9.8 per cent over the year 1974. The Committee note that Government have taken certain measures like promotion of tourism in a big way in the oil rich countries in West Asia, with a view to see that the targets are fulfilled.

The Committee also note that the target of 4 lakh tourists upto the end of the Fourth Plan had been exceeded in 1973 by 9,895 tourists despite difficulties, and it was also possible to achieve a growth rate of 3.2 per cent in 1974 inspite of the fact that the world tourist traffic suffered an estimated decline of 2.7 per cent during the year. Further, viewed in the context that lion's share in world tourist traffic goes to Americas and Europe which received 93.8 per cent of tourist traffic in 1973 and 93.3 per cent in 1974 and that the share of Australasia, Africa and Asia came to be only 6.2 per cent in 1973 and 6.7 per cent in 1974 and the fact that in this region there are highly developed countries like Japan, the Committee feel that India's share of 4,65 lakh tourists in 1975 with a growth rate of about 10 per cent is reassuring. It is also worth noting that the average stay of tourists in India is 28 days compared to the world average of 4-days.

The Committee would, however, like to point out that in order to achieve the targets of 8 lakh tourist arrivals by 1978 and 10 lakhs by 1980, a growth rate of 17.3 per cent upto 1978 and 1.8 per cent thereafter would be required.

The Committee feel that if the country has to achieve the targets set down for the growth of tourism in the country, Government will have to make all round concerted efforts in co-ordination with State Governments and other concerned agencies. This would require a well thought-out and planned publicity and promotional campaign, provision of necessary infrastructure facilities and streamlining of procedures, improving efficiency and strengthening of the working of the Department of Tourism.

Reply of Government

The recommendations of the Estimates Committee pertaining to the targets of tourist arrivals for 1978 and 1980 have been noted.

During the summer months of May, June and July 1976, aggregate tourist arrivals were over 20 per cent higher than in the corresponding period of last year. During January-August 1976, total tourist flow increased by 38,980 (13.5%) over the same period of 1975. The winter traffic is likely to improve further and it is expected that the annual growth rate of tourist flow for the year 1976 will be around 15 per cent.

Tourist traffic from oil-rich West Asia rose by 42.1 per cent 1975 over the preceding year. During the first half of 1977, arrivals from this region have gone up 76.0 per cent. While tourist flow from Australasia increased by 16.6 per cent in 1975 and by 18.4 per cent in the first half of 1976, that from Iran witnessed a rise by 31.4 per cent in 1975 followed by a further increase by 18.9 per cent in the first half of 1976. The Department is therefore still hopeful that the target of 8 lakh tourists set for 1978 may be achieved and as at present do not deem it to be advisable to scale down the targets.

However, as suggested by the Estimates Committee, the Government is making all round efforts in the field of publicity, promotion and raising requisite infrastructure with a view to achieve the set targets of 8 lakh tourists by 1978 and one million by 1980.

[Ministry of Tourism & Civil Aviation O.M. No. H.11013(15)/76-
Tourism dated November 15, 1976].

Recommendation (S. No. 6, Para No. 2.45)

The Committee would like to stress that our promotional strategy should not only be geared to the traditional affluent markets like U.S.A., Canada, U.K., Japan and Germany but also to the oil rich countries. Promotional efforts will also have to be intensified nearer home in countries like Iran and Gulf States. Moreover, Australasia is also a good tourist market for India. The Department of Tourism should, therefore, intensify their efforts at tourist promotion in this region also. The Committee would like to urge that the targets of 8 lakhs and 10 lakhs of tourist arrivals in India by 1978 and 1980 respectively already set should be achieved by making concerted and determined efforts. The Committee would in this connection reiterate their earlier recommendation that there is a need for sustained and vigorous effort on the part of the Department of Tourism and other connected agencies to build up the requisite infrastructure for the projected arrivals of one million tourists in India by 1980.

Reply of Government

The Committee has recommended that our promotional strategy should not only be geared to the traditional affluent markets like USA, Canada, U.K., Japan and Germany but also to the new oil rich countries and Australasia.

In keeping with the above views, the Department of Tourism has opened a Tourist Office in Kuwait which started functioning from 1.1.1976 to intensify work of tourist promotion from the West Asian countries. The proposal to open small Tourist Offices in Teheran (Iran), Melbourne (Australia) and Osaka (Japan) has been approved. The Officers are likely to be posted to these places early next year.

With a view to highlighting India's tourist attractions and facilities, the Department of Tourism has sponsored the visit of Travel Industry Promotional teams to the prime tourist markets overseas. Such teams have visited North America, Western Europe, West Asia, Australasia and East Asia. Each team was led by a senior officer of the Department of Tourism. They screened special India Slide Presentations at travel industry seminars followed by questions and answers in major cities of the world.

Under the Hospitality and Media Relations Programme of the Department of Tourism 94 travel writers, photographers and TV representatives were invited to India on familiarisation and educational tours in 1975-76 alone. Their favourable reports gave boost to Indian Tourism by projecting the correct image of India. Similarly, 209 tour operators were invited in 1975-76 from different parts of the world to see India on educational tours. These programmes are worked in close coordination with Department of Tourism, Air India, Indian Airlines, India Tourism Development Corporation as well as Private sector of the travel industry.

Department of Tourism has actively participated in international travel organisations to promote India i.e. Pacific Area Travel Association (PATA), American Society of Travel Agents (ASTA), Universal Federation of Travel Agents Association (UFTAA) and World Tourism Organisation (WTO). Department of Tourism has succeeded in their bid to invite PATA to hold their major annual conference in India in 1978. About 200 leaders of

world travel industry are expected to visit India for this conference. India's tourist attractions will, thus, be exposed to such a large number of tour operators without any expenditure on the part of Government of India as each delegate pays for himself.

At the instance of the Department of Tourism the Singapore Travel Agents Association were invited to hold their annual convention in Srinagar in September, 1976 attracting about 100 tour operators from Singapore, Malaysia, Hong Kong and Thailand. This convention was invited to attract more tourist from East Asia to India.

All promotional efforts are being geared towards achieving the target of 8 lakhs and 10 lakh tourist arrivals in India by 1978 and 180 respectively. Similarly, infrastructure is being put up within the limitations of resources to meet the accommodation and transport needs of one million tourists by 1980.

[Ministry of Tourism and Civil Aviation O.M. No. H.11013(15)/76-Tourism dated November 15, 1976]

Recommendation (S. No. 7 in Para No. 2.58)

The Committee note that various measures have recently been taken by Government to remove the irritants which create an unfavourable image of the country abroad. These measures include simplification of embarkation and disembarkation cards, availability of landing permit facility and its validity for multiple entries covering Nepal, Sri Lanka and Bangladesh, extension of period of stay from 21-days to 28 days, initiatives taken in regard to cleanliness, and making available air-travel concessions and transport facilities of the required standard so as to make travelling in India more comfortable.

The Committee would, however, like to emphasise that these efforts should not only be continued on a sustained basis but should be accelerated on a faster pace so as to make tourist travel in India more comfortable and enjoyable thereby creating a better image abroad, of tourism in this country.

Reply of Government

The Department of Tourism has already taken up with the concerned authorities various proposals with a view to removing the irritants which stand in the way of increasing tourism to India. As a result of our efforts, tourists are now permitted to visit Gangtok in Sikkim for 2 days, Imphal (Manipur) and nearby tourist centres for 3 days and Bangaram Islands in Lakshadweep with entry permits obtained from the Ministry of Home Affairs. Permits are no longer required for visiting Shillong, Kaziranga and certain places on the trekking routes from Darjeeling subject to certain conditions. This Department has suggested to the Ministry of Home Affairs that the time taken for issue of these permits should be reduced from the present 8 weeks. They have agreed to reduce the period to 4 weeks.

The 28-day landing permits are now valid for multiple entries covering visits to Burma and Afghanistan in addition to Nepal, Sri Lanka and Bangladesh.

A High Level Committee has been set up under the Union Cabinet's directive to simplify entry and exit formalities.

The Indian Railways are offering "Travel As You Like" tickets for 21 days unlimited travel by train at US \$200 for air-conditioned class, \$ 80 first-class and A.C. chair car and \$ 25 for second class travel. Since this ticket has not proved to be popular, although it has been in existence for about a year suggestions have been made to the Railway Board for increasing its popularity. Travel Agents have also been finding it difficult to obtain speedy confirmation from the Indian Railways for special tourist coaches and trains. This matter has also been taken up with the Railway Board.

[Ministry of Tourism and Civil Aviation O.M. No. H.11013(15)/76-Tourism dated November 15, 1976].

Recommendation (S. No. 8, Para 2.59)

The Committee would like that the Department of Tourism should also consider how far package tours for the foreign tourists, providing for all essential facilities like lodging, boarding and transport etc. could be organised in the country, learning from the experience gained as a result of similar tours organised in foreign countries.

Reply of Government

The majority of foreign tourists who visit India come on organised package tours which are promoted by overseas tour operators/wholesalers, international airlines etc. in conjunction with Indian travel agents. The local travel agents make all the arrangements including reservation of space on Indian Airlines, Indian Railways, accommodation in hotels, meals, transport for transfers and sightseeing, guides and entertainment for the group. In the case of special interest tours, visits to institutions, factories etc. are also arranged depending on the nature of the tour. Some of the special interest tours that have been organised in the past are for those interested in trains, wild life sanctuaries, carpets, handicrafts, archaeology, jewellery, textiles, orchids, sports etc. This Department has been furnishing information for these special interest tours to overseas Tourist Offices to assist them in the promotion of such tours.

The Department in conjunction with Indian Airlines, Air India, India Tourism Development Corporation, hotels, travel agents and transport operators have offered a 7-day package tour of South India covering Madras, Mahabalipuram, Bangalore, Mysore, Trivandrum and Kovalam. This tour fare includes board and lodging, air fare, transfers, surface transportation, guide services etc. Besides, this Department has been offering six-day sports package tour to Gulmarg in collaboration with Indian Airlines and a consortium of six travel agencies from Delhi to Gulmarg and back inclusive of air fare, accommodation, meals etc. The Gulmarg tour package is available from November to March every year.

[Ministry of Tourism and Civil Aviation O.M. No. H.11013(15)/76-Tourism dated November 15, 1976].

Recommendation (S. No. 10, Para 2.85)

The Committee observe that in reply to their recommendation regarding preparation of a perspective plan for development of tourism facilities in the country Government stated that the proposal would be further considered

by them. Subsequently in January, 1974 Government stated that based on the results of the surveys and analysis by National Council of Applied Economic Research of Cost-Benefit of investment etc. it would be possible for the Department of Tourism in consultation with other agencies, to prepare a perspective plan for the development of tourism facilities in the country over a ten year or longer period. The Committee regret to note that it has not been possible for the Department of Tourism to prepare a long term perspective plan so far.

The Committee appreciate the difficulties expressed by the Ministry of Tourism and Civil Aviation that due to constraint on financial resources for the last two years, it is becoming difficult to plan even for a five year period. The Committee have earlier made a recommendation regarding higher allocations for tourism. The Committee feel that a perspective plan for tourism integrating all the projects for a coordinated development of tourism in the country should be prepared by the Government and the actual implementation of the programme may be taken in hand as and when resources become available. This perspective plan would serve as a blueprint for the future development of tourist spots and infrastructure facilities in the country.

Reply of Government

The recommendation has been noted. The possibility of drawing up a long-term perspective Plan of tourism development for a coordinated development of tourism in the country will be examined by the Department of Tourism. Action has been initiated in this direction by calling upon the Travel Agents Association of India, an important segment of the tourism industry, to forward their suggestions. Similar action is being taken in respect of other segments of the industry. On receipt of their suggestions a comprehensive perspective tourism Plan will be drawn up.

[Ministry of Tourism and Civil Aviation O.M. No. H.11013(15)/
76-Tourism dated November 15, 1976].

Recommendation (S. No. 11, Para 3.15)

The Committee had in paragraph Nos. 2.18 and 13.32 of their 42nd Report (1972-73) urged Government to examine in depth the recommendations made by the Indian Institute of Public Administration regarding the set-up for the tourist organisation and to take suitable action to see that the organisational set-up for tourism had the requisite flexibility of approach and adequate powers for action. Government had in their reply furnished to the Committee in November, 1973 and January, 1974 enumerated certain measures which have been taken or are proposed to be taken in implementation of these recommendations, such as setting up of the National Tourism Board, proposal for greater delegation of powers to the Department and reviewing the organisational structure, strength and technical competence of the Department of Tourism and India Tourism Development Corporation in the light of the needs of the Fifth Plan.

The Committee note that Government have constituted a 5-Member group to review the working of the I.T.D.C. and to suggest changes that should be made for more efficient fulfilment of the objective of the Corporation and expeditious implementation of its programmes. It has been stated that the recommendations of this Group would also have a bearing on the working of the Department of Tourism. The Committee observe that the Group which

was appointed in May, 1974, was expected to submit its report to Government by the 31st March, 1976. The Committee would like Government to ensure that the Group submits its report in time. They would like Government to ensure that the Group submits its report in time. They would like Government to take expeditious action on the recommendations contained in the report which may also be furnished to the Committee at an early date.

Reply of Government

The Five Member Group set up to review the working of the Indian Tourism Development Corporation under the Chairmanship of Dr. Ajit Mozoomdar has been studying the subject in depth. The Committee has so far already held six meetings and their report is nearing completion. It is expected that their report would be available by end of December 1976. As soon as the report is received by the Government, a copy of the same would be furnished to the Estimates Committee and its recommendations would be examined expeditiously.

[Ministry of Tourism and Civil Aviation O.M. No. H.11013(15)/76-Tourism dated November 15, 1976].

Further information called for by the Committee

Please furnish a copy of the Report of the Five Member Group set up under the Chairmanship of Dr. A. Mozoomdar, to review the working of I.T.D.C., together with the views of the Government if already formulated.

Please also state the reasons for delay in submission of the Report by the Group.

[L.S.S. O.M. No. 5/24/1/EC/76 dated 24-12-1976].

Further Reply of Government

The report of the Five Member Group set up under the Chairmanship of Dr. A. Mozoomdar to review the working of I.T.D.C. has not yet been received by the Government.

2. The Five Member Group was constituted in July, 1974 with the following as Members :—

Chairman

- (1) Dr. Ajit Mozoomdar,
Secretary (Expenditure Ministry of Finance),
(Since Oct., 1976 he has joined Asian Development Bank at Manila).

Members

- (2) Shri P. J. Feraandes,
Secretary,
Deptt. of Fertilisers & Chemicals.
- (3) Shri B. S. Gidwani,
Addl. Director General of Tourism
(He is now the Director General of Civil Aviation).

- (4) Shri M. S. Sundra,
Chairman & Managing Director,
I.T.D.C.
(He retired from service in July, 1976).
- (5) Shri N. H. Dastur,
Dy. Managing Director,
(Commercial), Air India.

3. The Committee had the benefit of the views of the following experts :—
1. Shri A. D. Moddie, Resident Director, Hindustan Lever Ltd.
 2. Shri Romesh Thapur, Editor & Publisher, Seminar Publications.
 3. Professor, Ravi Mathai, Indian Institute of Management, Ahmedabad.
 4. Shri S. N. Chib, former Director General of Tourism.

The Group has been studying the subject in depth and has so far already held six meetings. Their report is now nearing completion. In fact draft report has already been prepared by the Group and is being finalised by them by circulation amongst their members. It is hoped that the report of the Group would be finalised shortly and submitted to the Government soon. The delay has been due to the pre-occupation of the members with various assignment pertaining to their normal jobs.

[Ministry of Tourism and Civil Aviation O.M. No. H.11013(15)/76-Tourism dated November 15, 1976]

Further information called for by the Committee

Please state the latest position in regard to the submission of the Report by the group set up to review the working of ITDC, the main recommendations of the group and action taken/proposed to be taken in implementation.

[L.S.S. O.M. No. 5/24/1/EC/76 dated 3.6.77]

Further Reply of Government

The report of the Committee to review the working of the ITDC under the Chairmanship of Dr. Ajit Mozoomdar is now nearing completion. It is expected that the report of Committee would be finalised within a couple of months. As soon as the report is received by the Government, a copy of the same will be furnished to the Estimates Committee and the recommendations contained therein would be examined expeditiously.*

[Ministry of Tourism and Civil Aviation O.M. No. H.11013(15)/76-Tourism dated November 15, 1976]

Comments of the Committee

The Committee would like that the Report of the Five member group should be finalised expeditiously and Govt. should take follow-up action on the report without delay. The recommendations made by the Group and the action taken thereon may be furnished to the Committee at an early date, indicating particularly their bearing on the working of the Deptt. of Tourism.

*At the time of the factual verification of the Report the Ministry of Tourism and Civil Aviation stated *vide* their communication dated 5-12-77 that :

“Report of the Committee on Restructuring of India Tourism Development Corporation has since been received by the Government. A copy of this Report is sent herewith. The Recommendations made in this Report are being examined by the Government.”

Recommendation (Sl. No. 15, Para 4.33)

The Committee note that considerable progress has been made in the Kovalam Beach Resort Project and most of the components of the Project, including the hotel part of it have already started functioning. The Committee, however, note that the Project is for the present running at a loss though the losses are showing a downward trend with the increase in the occupancy with the passage of time. In 1972-73 the Project suffered a loss of Rs. 6.27 lakhs; in 1973-74 it suffered a little higher loss i.e. Rs. 6.47 lakhs, but in 1974-75 the loss came down to Rs. 3.31 lakhs, in 1975-76 it is estimated to be of the order of Rs. 1.72 lakh only.

The Committee note that the occupancy of the Kovalam Grove has been going up. From 40 per cent in October 1975 it went up to 66 per cent in November 1975. In December, 1975 it was difficult to get a room in the hotel. In this connection this Committee also note that, according to cost-benefit study of the Kovalam Beach Resort Project conducted by the National Council of Applied Economic Research, the revenue obtained from the functioning of this resort during 12 years from 1972-73, would be more than sufficient to cover all the cost incurred besides yielding a rate of return of 9 per cent per annum. The Committee see no reason why with its scenic beauty and with all the facilities of a sea resort, Kovalam Beach cannot attract large number of foreign tourists. The Committee recommend that effective publicity be given to attract more tourist traffic, particularly foreign tourists to the Kovalam Beach Resort Project and every possibility facility provided at the Beach so that this beach resort starts earning profits much earlier than originally expected.

Reply of Government

The recommendation has been noted. Action has already been initiated by the Department of Tourism and ITDC to publicise Kovalam more effectively. ITDC has been requested to evolve a strategy for effective marketing of tours to Kovalam in tourist generating markets. The Department of Civil Aviation has already taken up the lengthening and strengthening of the runway of the Trivandrum aerodrome. This will enable larger jet aircraft to land at Kovalam bringing tourists directly to Kovalam.

The Department of Tourism has drawn up a 7-day package tour to South India which includes a 2-day stay at Kovalam. This rebated package tour has been designed with a view to attract stop-over traffic from Australasia and South-East Asia, destination traffic from Europe and South East Asia and side-excursions from Sri Lanka. The package tour is being promoted abroad through overseas Tourist Offices, travel agents and Air-India. It should thus bring added tourist traffic to Kovalam and other tourist centres in South India.

A direct air link between Bombay and Trivandrum by Indian Airlines Boeing 737 is being provided in the next winter schedule of Indian Airlines services.

[Ministry of Tourism and Civil Aviation O.M. No. H.11013(15)/76-Tourism dated November 15, 1976]

Recommendation (Sl. No. 16 Para 4.40)

The Committee note that little progress has been made towards the development of beaches in Goa during the Fourth Plan period. They note that an against an outlay of Rs. 20 lakhs for the Fourth Plan for the development of beaches at Goa, a sum of Rs. 23,000 only was spent on the scheme during the plan period. Lack of progress was due to the fact that the Report of the UNDP on Beach Resort survey was awaited and the same was received in October, 1973. The Committee understand that the development of Goa as a beach resort is expected to be taken up during the Fifth Plan.

An outlay of Rs. 2 crores has been provided in the draft Fifth Plan of the Department of Tourism for the development of beaches in Goa. In addition, I.T.D.C. proposes to construct 50 cottages and a hotel and set up a transport unit in the Fifth Plan for which an outlay of Rs. 2.53 crores has been provided in the Fifth Plan. The Committee hope that the completion of this Project will be taken up in right earnest so that more and more tourists particularly foreign tourists could be attracted.

Reply of Government

The recommendation has been noted. Certain proposals have been made regarding the form of the proposed Goa Tourism Development Authority which are under consideration of the State Government. In the meantime a hydrographic survey of selected coastal areas of Goa has been commissioned for determining safe areas for the development of aquatic sports along the beaches. The ITDC is also negotiating with the State Government for the acquisition of land for the development of their complex in Goa.

With the enactment of the Town and Country Planning Act by the State Legislature, about which the Department of Tourism had been pressing the State Government for some years, it will now be possible to develop tourist facilities in Goa in a regulated manner both in the public and private sectors.

[Ministry of Tourism and Civil Aviation O.M. No. H.11013(15)/76-Tourism dated November 15, 1976]

Recommendation (Sl. No. 17, Para 4.41)

The Committee note that a Goa Tourism Development Authority for taking up tourism development in Goa is proposed to be set up shortly and action in this direction has already been initiated. Since, however, the Department of Tourism and the India Tourism Development Corporation are responsible for different aspects of the Project, the Committee would like Government to ensure that the setting up of a separate Authority does not lead to multiplicity of organisations for the Project resulting in avoidable administrative expenditure.

Reply of Government

The recommendation has been noted. It will be ensured that there is no multiplicity of organisations for tourism development in Goa at the time of examining in depth the proposal to set up the Goa Tourism Development Authority.

[Ministry of Tourism and Civil Aviation O.M. No. H.11013(15)/76-Tourism dated November 15, 1976]

Recommendation (Sl. No. 18, Para 4.48)

The Committee note that there is a great potential for the growth of tourism in India from Buddhist countries like Japan, Thailand, Burma and Ceylon Buddhist centres of Bihar and Uttar Pradesh. The Committee are, however, disappointed to find that the progress made in the development of Badhgaya-Rajgir and Nalanda Complex the most important centres for Buddhist pilgrims is far from satisfactory. The position with regard to the development of Bodhgaya stands precisely where it was six years ago. Although an expenditure sanction amounting to Rs. 13 lakhs for the acquisition of 22 acres of land around Mahabodhi Temple at Bodhgaya was issued in 1970, the land has yet to be acquired and transferred by the State Government. At Rajgir-Nalanda also the plans initiated as late as in 1974-75 are still under preparation. The Committee strongly urge that Government should take up the question of acquisition of land at Bodhgaya at the highest level so as to make atleast a start in the development of this area which is so important from the point of view of cultural tourism. It should also ensure that the master plans for Rajgir-Nalanda are completed in time, and the necessary infrastructure provided with a view to accelerate the growth of facilities for tourists there. The Committee need hardly emphasize that the development of these Buddhist centres would not only promote tourist traffic and thus earn foreign exchange for the country, but would also go a long way in promoting cultural ties with the people of the countries of Asia and South East Asia.

Reply of Government

The recommendations of the Estimates Committee have been noted. Every effort is being made to acquire the land around the Mahabodhi Temple. Additional funds have also been released to the State Government to expedite the land acquisition process.

The master plans of Rajgir and Nalanda would be finalised during the financial year 1976-77 after which suitable action would be initiated for providing requisite facilities by assigning responsibilities for the same to the agencies concerned.

[Ministry of Tourism and Civil Aviation O.M. No. H.11013(15)/76-
Tourism dated November 15, 1976]

Recommendation (Sl. No. 19, Para 4.53)

The Committee note that a large number of schemes relating to development of places of tourist interest are prepared by the State Government and forwarded to the Central Government for consideration, but the same are not accepted by the Central Department of Tourism because of various reasons. Certain schemes relate to the supply of water, electricity etc., others pertain urban development such as construction and improvement of roads. In still other cases, technical/economic feasibility studies have to be carried out. The Committee find that 169 schemes forwarded by the State Departments during the Fourth Plan were rejected by the Central Department of Tourism on these grounds. The Committee would suggest that detailed guidelines should be laid down in regard to the formulation

of tourist promotion plans by the State Governments, indicating clearly the nature and type of plans that would fit in with the national tourist promotion schemes and also the procedure to be followed in this regard. This will ensure forward planning of schemes by the State Governments in accordance with national plans and will lead to an integrated development of tourism schemes in the various regions of the country, while obviating in-fertile expenditure on preparation and submission of schemes by State Governments which do not conform to these guidelines.

Reply of Government

The recommendation has been noted. The areas of responsibility between the Central Department of Tourism and State Departments of Tourism were clearly defined at the time of formulating the Fifth Five Year Plan. Whereas the Central Department of Tourism is responsible for the promotion of international tourism, the development of facilities for domestic tourists is primarily the responsibility of the State Governments. The Department will, however, evolve comprehensive guidelines for further defining the areas of responsibility for the information of the State Governments to enable them to draw up their Sixth Five Year Plan for Tourism.

[Ministry of Tourism and Civil Aviation O.M. No. H.11013(15)/76-Tourism dated November 15, 1976]

Recommendation (Sl. No. 20, Para 4.58)

The Committee note that master plans for development of tourism have not been prepared by all the States. The Committee are unable to appreciate the position that no initiative should be forthcoming from the Centre in this regard under the apprehension that if they ask the State Governments to prepare the master plans, the latter in turn would ask for the funds. The Committee feel that the Central Department of Tourism which consists of technical specialists should be able to offer technical help and persuade the State Governments to prepare the master plans for development of places of tourist interest in their areas. The Committee feel that it will be in the interest of the State concerned and also the development of tourism in the country in general that the places of tourist potential are identified and a shelf of schemes/plans is kept ready for different places so that these schemes/plans could be taken up for implementation as and when the financial position permits the investments on these schemes.

Reply of Government

The Department of Tourism has been requesting the State Governments to prepare Master Plans of places of tourist interest in their respective States in consultation with the Central Department of Tourism. The States will be persuaded to prepare a shelf of tourism schemes for implementation as and when funds become available. The Central Department of Tourism is involved in the formulation of tourism schemes in the State Sector at the time of discussion on the Five Year Plans and Annual Plans.

[Ministry of Tourism and Civil Aviation O.M. No. E-11013(15)/76-Tourism dated November 15, 1976]

Recommendation (Sl. No. 22, Para 5.19)

The Committee consider that the hotel accommodation provided by the Department of Tourism/ITDC is generally costly and apart from the

foreigners is mainly used by the more affluent sections of Indian society only. Even the accommodation provided in the motels and two and three star category hotels is far beyond the reach of the middle and lower middle class families. That may be due to the fact the objective set forth by the Tourism Department for itself is to promote international tourism which requires high star category hotels. While the Committee agree that promotion of international tourism is to be assiduously pursued, they would like to point out that importance of domestic tourism should not be lost sight of, as according to Government's own admission "domestic tourism can give our people a sense of unity and identification, a broadening of their emotional and cultural horizon, a sense of belonging and pride and, above all, a sense of the wonder that is this vast country."

The Committee, therefore, recommend that effective measures should be taken by the Department of Tourism in consultation and coordination with the State Governments to provide cheap livable and clean accommodation to cater to the requirements and paying capacity of middle class and lower middle class domestic tourists.

Reply of Government

The distinction between the facilities provided by the Central Department of Tourism and the State Governments is for the purpose of fixing responsibility rather than making a differentiation in the type of facilities being provided. The infrastructure planned by the Central Government is used by international and domestic tourists. It is, however, true that some of the hotel accommodation provided by ITDC is of a higher standard, and therefore more expensive. The Department of Tourism has taken the following steps to promote inexpensive accommodation :

(1) The Department of Tourism has a programme for the construction of Tourist Bungalows, Youth Hostels and Camping Sites, all these facilities are in the inexpensive range available to domestic tourists as much as to international visitors.

(2) The Department of Tourism has played an active role in encouraging the State Governments to create facilities at places which are frequented by domestic tourists.

(3) Programmes of the State Governments have been supported at the Annual Plan meetings held in the Planning Commission to help the States get additional funds.

(4) The Department of Tourism has undertaken advertising and promotion as and when funds were available, to encourage domestic tourism.

(5) The Central Department of Tourism has given advice to a number of State Governments about facilities to be provided particularly of the inexpensive type.

(6) Private individuals desirous of building 1-2 star hotels have been given all the encouragement and advice.

(7) Constant stress is being laid on maintenance of the tourist infrastructure. An offer has been made to the State Governments to hold training courses for the staff working in Tourist Bungalows.

[Ministry of Tourism and Civil Aviation O.M. No. H-11013(15)/76-Tourism dated November 15, 1976].

Comments of the Committee

Please see para 15 of the Report—Chapter I
Recommendation (Sl. No. 23, Para 5.26)

The Committee note that out of 17 Youth Hostels intended to serve as a supplementary accommodation to cater to middle and low income groups of tourists, which were targetted to be constructed during the Fourth Five Year Plan, 9 youth hostels are already functioning and 5 more were expected to be commissioned by March, 1976. The work on the fifteenth youth hostel is also stated to be in progress. The Committee hope that the work of constructing youth hostels will be given an impetus during the remaining period of Fifth Plan for providing accommodation not only to the foreign tourists belonging to middle income and lower income groups but also to cater to the needs of domestic tourists.

Reply of Government

Fourteen Youth Hostels are already operational by now and the construction work on the 15th Youth Hostel at Trivandrum is in progress. The recommendation of the Committee for constructing more Youth Hostels during the 5th Five Year Plan has been noted. Action is already on for taking up construction of one Youth Hostel each at Mysore and Pondicherry during 1976-77, while proposal to build additional Youth Hostels during the remaining period of the 5th Five Year Plan is under consideration.

[Ministry of Tourism & Civil Aviation O.M. No. H-11013(15)/76-
 Tourism dated November 15, 1976].

Recommendation (Sl. No. 26, Para 6.10)

The Committee note that during the last two years the tourist vehicles market has been affected by various factors such as the energy crisis leading to higher cost of petrol, steep rise in the cost of motor cars, cost of maintenance and wages of labour, increasing financial burden due to credit squeeze etc. Due to these factors, the operators have been finding it difficult to lift the vehicles offered to them by the Department of Tourism. The Committee would like Government to look into these matters with a view to find ways and means to ensure that adequate number and requisite type of cars/coaches are made available so that the tourist trade is not adversely affected by the shortage of vehicles in the coming years.

Reply of Government

Apart from the higher cost of fuel, maintenance of vehicles, new cars, etc. the approved tourist car operators have not been lifting some of the ex-STC cars offered to them because of the bad condition of the vehicles, the difficulty in getting spare parts for specific makes, the lack of demand for station-wagons and higher price which is beyond the price range acceptable to the operators. This Department has not so far received any complaints regarding shortage of vehicles from tourist car operators and travel agents.

Recently India Tourism Development Corporation had conducted a study with a view to see if additional cars/coaches need to be added to their fleet

at 15 places of tourist interest where their units are located. The study has revealed that the trend to tourist traffic has moved towards group travel during the last few years perhaps due to the rise in transport charges as a result of the hike in fuel price etc. It appears that their tourist cars and coaches are being under utilised. The study has further revealed that the demand for luxury cars is considerably low except when there are international conferences sponsored by the various ministries of the Government and private organisations, visits of VIPs etc. A statement indicating the breakeven kilometres required for each type of vehicle in the various ITDC units in the country and the kilometres actually achieved during 1975-76 is enclosed for information.

In view of the forthcoming PATA Conference in 1978 and other large international conferences scheduled to be held in India in the next few years, this Department has already taken up with the S.T.C. the question of making available larger number of vehicles to this Department as tourist vehicles.

This Department is also considering a proposal for importing air-conditioning units which can be fitted into luxury coaches since the indigenously manufactured air-conditioning units have not been found suitable. The requirements of the industry are awaited, on receipt of which the matter will be taken up with the concerned Ministries for issue of import licence, release of foreign exchange etc.

[Ministry of Tourism and Civil Aviation O.M. No. H-11013(15)/76-Tourism dated November 15, 1976]

Recommendation (Sl. No. 28, Para 6.12)

The Committee further urge that as a supplemental measure, Government should also examine, in the wake of energy crisis, and steep increase in the cost of cars and petrol, how far the anticipated gap in the demand for cars can be met either by diverting the excess traffic to air or rail services or by increasing the use of coaches whose operation would be more economical.

Reply of Government

According to a survey conducted by India Tourism Development Corporation of their transport units in the country it appears that the present level of utilisation of luxury cars and coaches does not indicate any shortage. The demand for large imported air-conditioned cars has decreased to some extent and many small groups have now started using Mini coaches.

It has also been observed that whereas a large number of tourists utilise road transport for visiting nearby places of interest, the tendency is now to go by air or rail.

At our instance Indian Airlines and the Ministry of Railways are offering concessional tourist fares to foreign tourists on their services. 'Discover India' and Youth fares offered by Indian Airlines for unlimited travel for 14 and 21 days and 'Travel As you Like' tickets for 21 days unlimited travel on the Indian Railways are becoming popular with foreign tourists. The Indian Railways have also introduced fast express services between important metropolitan cities which will help to popularise rail travel.

[Ministry of Tourism and Civil Aviation O.M. No. H-11013(15)/76-Tourism dated November 15, 1976]

Recommendation (Sl. No. 29, Para 6.29)

The Committee note that in pursuance of their recommendation regarding implementation of the scheme for inter-state movement of passenger tourist vehicles on single permit taxation basis which was formulated in 1962-63, the Department of Tourism has been pursuing the matter with the State Governments and Union Territories to issue the necessary notifications regarding exemption from vehicle tax and passenger tax. The Committee find that a number of States have already accepted the scheme and issued the relevant notifications. In the case of a few other States, the matter is stated to be under consideration/correspondence. The State of Jammu & Kashmir have rejected the proposal, while the matter has not yet been taken up with the Government of Sikkim. The Committee urge that the Department of Tourism should pursue the matter more vigorously with those State Governments which have accepted the scheme in principle so that necessary clarifications and notifications are issued by them without further delay.

Reply of Government

The latest position is that the following State Govts./Union Territories which have accepted the scheme and have also issued notifications exempting tourist vehicles from the payment of vehicle tax and passenger tax (wherever leviable).

1. Assam
2. Bihar
3. Chandigarh
4. Haryana
5. Karnataka
6. Manipur
7. Uttar Pradesh
8. Rajasthan
9. Andhra Pradesh
10. Dadra & Nagar Haveli
11. Delhi
12. Gujarat
13. Himachal Pradesh
14. Kerala

15. Madhya Pradesh
16. Maharashtra
17. Mizoram
18. Orissa
19. Pondicherry
20. Punjab
21. Tamil Nadu
22. Tripura
23. West Bengal.

Final notifications are yet to be issued by the State Govts. of Meghalaya and Goa, Daman & Diu Administration.

[Ministry of Tourism and Civil Aviation O.M. No. H-11013(15)/76-Tourism dated November 15, 1976]

Recommendation (Sl. No. 30, Para 6.30)

The Committee would further like Government to take up the matter with the Government of Sikkim and also persuade the State of Jammu & Kashmir to accept the scheme which would result in further boosting of the tourist traffic to that State.

Reply of Government

The matter has been taken up once again with the State Government of Jammu & Kashmir impressing upon them the need to agree to the scheme and the benefits that would accrue to them as a result of implementation of the scheme. Their reply is awaited.

As regards the State Government of Sikkim, the provisions of Motor Vehicles Act, 1939 have not been extended to that State so far. The question of implementing the inter-state movement scheme in that State will be considered after the provisions of the Motor Vehicles Act, 1939 are extended to the State.

[Ministry of Tourism and Civil Aviation O.M. No. H-11013(15)/76-Tourism dated November 15, 1976]

Further information called for by the Committee

Please state whether necessary initiatives have been taken to extend the provisions of the Motor Vehicles Act, 1939 to the State of Sikkim and if not, the reasons therefore and when the provisions of the said Act are proposed to be extended to the State.

[L.S.S. O.M. No. 5/24/1/EC/76 dated 24-12-76]

Further Reply of Government

The Ministry of Home Affairs in consultation with the Ministry of Shipping & Transport and Govt. of Sikkim are considering the question of extension of Motor Vehicles Act 1939 to Sikkim.

[Ministry of Tourism and Civil Aviation O.M. No. H-11013(15)/76-
Tourism dated November 15, 1976]

Comments of the Committee

The Committee hope that the matter will be pursued further with the State Govts. of Jammu and Kashmir and Sikkim to persuade them to join the scheme for inter-state movement of tourist vehicles on single permit taxation basis.

CHAPTER III

RECOMMENDATIONS WHICH THE COMMITTEE DO NOT DESIRE TO PURSUE IN VIEW OF GOVERNMENTS REPLIES

Recommendation (Sl. No. 20, Para 2.15)

The Committee also note that while the aggregate investment in the Central Sector during the Fourth Five Year Plan was Rs. 25 crores, the foreign exchange earned during the period was estimated at Rs. 227 crores. They further note that the estimated earnings in 1975 in terms of foreign exchange are Rs. 100 crores and adopting the projection of .8 lakh foreign tourist arrivals at the end of the Fifth Plan, the foreign exchange earnings from tourism by the end of the Fifth Plan are assessed at about Rs. 200 crores at 1975 prices. Tourism has, therefore, come to be recognised as an important foreign exchange earning industry in the country.

Reply of Government

The recommendations have been noted. The Department of Tourism will take up with the Planning Commission the question of according due priority to tourism at the time of formulating the Sixth Five Year Plan as in the Fifth Plan priority has been given to agriculture, irrigation and energy which form the core sector of the economy.

[Ministry of Tourism and Civil Aviation O.M. No. H-11013(15)/76-Tourism dated November 15, 1976]

Recommendation (Sl. No. 3, Para 2.16)

The Committee, therefore, urge that with its vast potential as a foreign exchange earner, Government should accord due recognition and priority to tourism in the national plans so that it can *inter alia* play an effective role in the economic growth of the country and particularly stimulate the socio-economic development of those areas of the country which have tourist attraction.

Reply of Government

The recommendations have been noted. The Department of Tourism will take up with the Planning Commission the question of according due priority to tourism at the time of formulating the Sixth Five Year Plan as in the Fifth Plan priority has been given to agriculture, irrigation and energy which form the core sector of the economy.

[Ministry of Tourism and Civil Aviation O.M. No. H-11013(15)/76-Tourism, dated November 15, 1976]

Recommendation (Sl. No. 9, Para 2.74)

The Committee are concerned to note that as against an allocation of Rs. 79 crores during the Fifth Plan period, the expenditure incurred on tourism schemes in the Central Sector during the first year of the Fifth Plan, 1974-75 has been only Rs. 785.77 lakhs and the anticipated expenditure during the second year of plan i.e. 1975-76 is Rs. 810.00 lakhs. Thus

the total expenditure likely to be incurred during the first two years of the Plan will be only about one-fifth of the Plan allocations. Moreover, the major portion of the expenditure has been on the continuing schemes and no new schemes have been taken up during the first two years of the Plan. The Committee note that this has been due to constraint on resources and the restrictions on new schemes being taken up in the first two years of the Plan. Considering the low allocations for tourist promotion schemes during the first two years of the Fifth Plan and the progress made it appears doubtful if all the targets set forth for the Fifth Plan period could be achieved. The Committee, however, hope that with the improvement in the economy and in view of the importance of tourism as an earner of scarce foreign exchange, it would be possible for Government to step up financial allocations during the remaining years of Fifth Plan so that the targets for the Fifth Plan could be achieved to the maximum extent.

Reply of Government

The recommendation has been noted. In a mid-term appraisal made by the Planning Commission in June 1976 the original outlay of Rs. 78 crores for development of tourism in the Central Sector has been reduced to Rs. 38.74 crores. Of this amount a sum of Rs. 23.62 crores is for the Department of Tourism and Rs. 15.12 crores for ITDC. This is less than 50% of the original outlay of Rs. 78 crores approved by the Planning Commission at the commencement of the Fifth Plan. This is due to a greater emphasis being laid on the core sector of the economy comprising of agriculture, irrigation and energy. However, within the limitations of resources, this Department will make every effort to achieve the targets to the maximum extent possible.

[Ministry of Tourism and Civil Aviation O.M. No. H.11013(15)/76-Tourism, dated November 15, 1976]

Recommendation (Sl. No. 12, Para No. 3.16)

The Committee note that one of the major institutional changes brought about in an effort to make the national tourist organisation more responsive and capable of meeting the requirements of the growing industry was the setting up of the National Tourism Board. The Committee, however, note that no meetings of the Board have been held since September, 1973 and that the Board has been ineffective since then. They understand that no decision regarding the reconstitution of the Board has been taken so far. As the Board was intended to serve as the main agency to advise the Government in the matter of promotion of tourism in the country, the Committee recommend that Government should take immediate decision in the matter of reconstitution of the Board and ensure that the Board functions effectively.

Reply of Government

National Tourism Board was instituted in May 1972 to guide the Ministry in the formulation of Tourism Policy. In 1974, it was decided that the National Tourism Board may be merged with the Tourist Development Council which has broad representation not only from various Ministries of Central Government, Indian Airlines, Air India etc. but also with various segments of travel trade e.g. Travel Agents Association of India (TAAI), Federation of Hotel & Restaurant Associations of India (FHRAI)

etc. While the re-constitution of the TDC is awaiting Government's clearance, regional meetings attended by Ministers of Tourism of various State Governments, Tourism Officials, members of travel trade, hotels etc. are being held from time to time. In addition, annual conventions of Travel Agents Association of India and Federation of Hotel & Restaurant Associations of India are being attended by the Union Minister and/or Minister of State for Tourism to exchange views with all segments of the travel industry.

The decision to merge National Tourism Board into the Tourist Development Council was taken with a view to reducing the number of Advisory Committees in the Government to effect economy and to make the deliberations of the Tourist Development Council more effective and broad-based.

[Ministry of Tourism and Civil Aviation O.M. No. H.11013(15)/76-Tourism, dated November 15, 1976]

Recommendation (Sr. No. 13, Para 3.17)

The Committee note that the Director General of Tourism has no powers at the moment to facilitate implementation of the plan schemes, and as such, has to obtain the necessary approval from the Ministry for individual projects. The Committee understand that the question of delegation of more powers to Director General is under active consideration of Government at present. The Committee hope that an early decision will be arrived at in this vital matter so as to ensure that the implementation of the plan schemes is not hampered in any way for want of adequate powers with the Department of Tourism. As stated by Government, this will obviate the delays in completion of codal formalities and execution of schemes as the enhanced powers would enable the Head of the Department to issue sanctions quickly and to pursue the follow-up action vigorously.

The Committee have no doubt that with the introduction of the scheme of integrated financial adviser in the Ministry, the formulation and implementation of tourism development schemes would be accelerated considerably.

Reply of Government

The Scheme of Integrated Finance was introduced in the Ministry of Tourism & Civil Aviation with effect from 1st April, 1976. In August, 1976, the scheme entered its second phase. Under this phase, the Ministry of Tourism & Civil Aviation has constituted a Standing Finance Committee to scrutinise and sanction schemes involving expenditure upto Rs. 1 crore. This Committee will also function as the Project Implementation Committee to periodically review on-going important projects of the Ministry. The composition of this Committee would be as follows :—

Secretary,
Ministry of Tourism & Civil Aviation.

Chairman

Joint Secretary,
Ministry of Tourism & Civil Aviation.

Member

Joint Secretary (Finance)
Ministry of Tourism & Civil Aviation.

Member

Head of the department concerned to which the scheme relate.

(Member) by invitation.

Representative of the Planning Commission

(Member) by invitation.

(The representative of the Ministry of Finance would also be a member when the Committee functions as Project Implementation Committee).

In view of the fact that the Integrated Finance schemes has been introduced only a couple of months back, it is too early to offer any comments on the observations of the Estimates Committee at this stage.

[Ministry of Tourism and Civil Aviation O.M. No. H.11013(15)/76-Tourism, dated November 15, 1976]

Recommendation (Sr. No. 14, Para 4.17)

The Committee note that the Gulmarg Winter Sports Project initiated as far back as in 1968 with an estimated cost of Rs. 111.30 lakhs which was later revised to Rs. 250 lakhs is still at various stages of processing and completion, and so far an amount of Rs. 109.50 lakhs has been spent on this project. A number of components of the Project are incomplete while others have not yet been cleared. For instance, the Tangmarg-Gulmarg Road is incomplete, and the Ski-Institute Building complex, residential accommodation of personnel at Gulmarg and restaurant/cafeteria at Gulmarg are yet to be taken up. Important components viz., the centrally heated hotel, estimated to cost Rs. 145 lakhs and the aerial passenger ropeway/chairlift from Gulmarg to Khilanmarg, are still under consideration. The Committee have been informed that completion of these items depends on the availability of financial resources, implementation of the Master Plan by the Jammu and Kashmir Government and the techno-economic survey of the ropeway/chairlift project by the United Nations Development Programme.

The Committee note that according to the Ministry of Finance, the Hotel Project was not economically viable and that it has been decided to defer the consideration of the proposal for the time being.

The Committee urge that the Project on which more than Rupee 1 crore have already been spent, should be reviewed at the highest level with particular reference to the economic/technical viability of various components of the project such as the hotel project and the ropeway project etc. and the decision taken to complete the various components of the project in a phased manner keeping in view their relative priority for attracting tourists to Gulmarg.

Reply of Government

In so far as the schemes to be taken up in the Central Sector are concerned, those yet to be implemented are the construction of the aerial passenger transportation system between Gulmarg and Khilanmarg, staff quarters, the Ski Institute Complex and a centrally heated hotel to be put up by the India Tourism Development Corporation.

The Department of Tourism has initiated a techno-economic survey with assistance from the UNDP to determine the most suitable aerial transportation system possible between Gulmarg and Khilanmarg, its alignment

and economic viability. The field surveys have been completed and the report is expected in October, 1976. The final decision on this item of the project will thus be taken on the basis of the recommendations contained in the report of the techno-economic survey.

The construction of staff quarters will be taken up as soon as sites are allocated for the purpose for which the States Government is being approached. The Institute of Skiing and Mountaineering is already functioning in hired premises. The question of constructing a permanent building for the Institute is dependent upon the availability of funds. As first priority is being given to the construction of staff quarters, a permanent building for the Institute may have to be deferred to the Sixth Plan.

As regards the centrally heated hotel to be constructed by ITDC, the proposal has again been referred to the Integrated Finance for submission to the Public Investment Board for giving clearance.

The black-topping of the Tangmarg-Gulmarg road has been taken up by the State P.W.D. It is expected to be completed during the financial year 1976-77. The State Government has also initiated various measures to implement the master plan of Gulmarg.

[Ministry of Tourism and Civil Aviation O.M. No. H.11013(15)/76-Tourism, dated November 15, 1976]

Further information called for by the Committee

- (a) Please state whether the Report on the techno-economic feasibility of the aerial transportation system between Gulmarg and Khilanmarg has since been received and if so the decision taken in the matter.
- (b) Please state also whether the economic feasibility of the proposed project of a centrally heated hotel at Gulmarg has since been reviewed and if so, with what results ?

(L.S.S. O.M. No. 5/24/1/EC/76 dt 24.12.76).

Reply of Government

- (a) The report on the techno-economic survey of the aerial transportation system between Gulmarg and Khilanmarg was received in December 1976 from the UNDP and is under examination of the Department of Tourism.
- (b) The proposal of India Tourism Development Corporation (ITDC) to construct a 60-room centrally heated hotel at Gulmarg at an estimated cost of Rs. 145 lakhs was considered by the Public Investment Board on 17.12.1973 and again on 26.2.1974. The PIB decided to defer consideration of this proposal. Meanwhile the request of ITDC to include this scheme in the Annual Plan 1976-77 as also Annual Plan 1977-78 was not agreed to by the Planning Commission keeping in view the general constraint on resources and consequently the investment priorities. As such no special review relating to this project has been undertaken by ITDC.

[Ministry of Tourism and Civil Aviation O.M. No. H.11013(15)/76-Tourism, dated 30-1-1977]

Further information called for by the Committee

Please state whether government have since completed the examination of the report on the techno-economic survey of the aerial transportation system between Gulmarg and Khilanmarg and if so the decision taken in the matter.

(L.S.S. O.M. No. 5/24/1/EC/76 dt.3-6-77).

Reply of Government

The report submitted by the UNDP has been examined by the CPWD and the Department of Tourism. The technical aspects of the report have been approved by the CPWD, while the Department of Tourism has vetted the economic analysis of the proposed project. Further action in the matter is dependent upon additional accommodation coming up at Gulmarg, which will make the project economically viable, as also on the availability of funds for erecting the aerial transportation system between Gulmarg and Khilanmarg, as recommended in the UNDP report.

[Ministry of Tourism and Civil Aviation O.M. No. H.11013(15)/76-
dated 10-8-1977]

Recommendation (Serial No. 24, Para 5.27)

The Committee note that the work relating to camping sites has been held up as the State Governments could not finalise the sites before the ban on construction of new projects was imposed. Out of 19 camping sites proposed to be constructed during the Fourth Plan period, only one camping site has been constructed at Surajkund so far. As the camping sites provide a very convenient halt to the tourists travelling by road on their way to and from the important tourist centres in the country, the Committee urge that urgent attention should be paid to the construction of these sites in coordination with the State Governments with a view to make their stay in India comfortable and enjoyable.

Reply of Government

The recommendation of the Committee has been noted. The Department has already initiated action to take up construction of 6 Camping Sites during 1976-77. A proposal to build more Camping Sites during the remaining period of the 5th Five Year Plan is under consideration.

[Ministry of Tourism and Civil Aviation O.M. No. H.11013(15)/76-
Tourism, dated November 15, 1976]

Further information called for by the Committee

Please state the number of camping sites likely to be constructed during the Fifth Plan period considering the reduction in allocations.

(L.S.S. O.M. No. 5/25/1/EC/76 dt. 24-12-76).

Further Reply of Government

Due to the constraint on resources the programme for the construction of Camping Sites in the country had to be curtailed. The Department is proposing to construct 10 Camping Sites during the Fifth Five Year Plan.

[Ministry of Tourism and Civil Aviation O.M. No. H.1.1013(15)/76-
Tourism dated 30-1-1977].

Recommendation (S. No. 25, Para 5.33)

The Committee note that in implementation of the recommendation made by the Committee in the 42nd Report (1972-73), Government constituted a high powered committee with effect from 1st February, 1974 to examine in depth the existing concessions and facilities available to the Hotel Industry and to recommend the need for their being continued at suitably extended. The Committee, however, note that the high powered Committee has not submitted its report so far even after a lapse of over two years. The Committee expect that Government should lay down time-limits for the submission of reports by the Committees appointed by them. They urge that the high powered committee should finalise its report without further delay so that Government are able to arrive at an early decision regarding the concession/facilities to be given to the hotel industry so as to achieve a regulated and assured growth of hotel industry for promotion of tourist traffic in the country.

Reply of Government

The high-powered Committee which was constituted by Government w.e.f. 1st February 1974 could not make much progress as the information about certain basic data supplied by hotels was not found sufficient for the purpose of analysis desired by the Committee. In the circumstances, as a via-media, a separate paper is being finalised in consultation with the concerned Ministries for submission to the Cabinet Committee on Tourism and Transport.

[Ministry of Tourism and Civil Aviation O.M. No. H.11013(15)/76-Tourism, dated November 15, 1976]

Further information called for by the Committee

Please state whether any attempt was made to collect the requisite data during the period, the question of concessions and facilities available to the Hotel Industry was under examination of the High powered Committee;

(b) Please state the reasons why the data could not be collected; what was the nature of data required, what was the mechanism evolved for collecting the data and how far the paper being submitted to the Cabinet Committee will be deficient for the want of the said data; and

(c) What is the latest position in regard to finalisation of the paper proposed to be submitted to the Cabinet Committee.

(L.S.S. O.M. No. 5/24/1/EC/76, dt. 24-12-76).

Further Reply of Government

It was in pursuance of the decision taken by the Committee that the requisite data was called for from 22 hotels which were selected for the purpose and every attempt was made to impress on the hotels concerned to expedite replies.

(b) All the hotels sent their replies but they took a long time, in some cases over a year, to do so. The data which the hotels were required to furnish covered a wide range of points including capital investment in the hotels and the results of their financial operation. These points were set out in the form of a well thought out questionnaire which was sent to these hotels. The replies received were examined and the data furnished by the

hotels was found to be insufficient for the purpose of determining the extent of profitability of the hotel industry vis-a-vis other manufacturing and service industries and how capital intensive the hotel industry was in comparison to other industries, the two basic points on which the Committee desired to have a clear and definite idea. The paper being prepared for submission to Cabinet Committee is deficient so far to the extent that information on these two basic points is still not available.

(c) The paper for the Cabinet Committee on Tourism & Transport is still under discussion with the concerned Ministries.

[Ministry of Tourism and Civil Aviation O.M. No. H.11013(15)/76-Tourism, dated 30-1-1977]

Recommendation (Sr. No. 27 Para No. 6.11)

The Committee note that in the study conducted by the Department of Tourism on the Effects of Fuel crisis on Tourism in India (1973-74), a number of suggestions have been made to meet the problems being faced in regard to the availability of tourist vehicles. Some of the suggestions relate to (i) import of one year old diesel cars and coaches from abroad as they are currently available at the lowest prices; (ii) allocation of diesel operated Mercedes Benz cars and the spare parts by the STC to the tourist car trade; and (iii) waiving of the condition regarding compulsory re-sale of secondhand imported cars to the S.T.C. by transport operators. The Committee would like Government to examine these suggestions and take decisions expeditiously with a view to sustain and encourage tourist vehicles trade.

Reply of Government

The suggestion for the import of one year old diesel cars and coaches from abroad is being examined in consultation with the Ministry of Commerce. The S.T.C. is not willing to allocate diesel operated Mercedes Benz cars to tourist car operators since the revenue that they earn from the sale of these cars through open auction is considerably higher than what they would earn by selling it to the tourist car operators at the reserve price.

At this Department's suggestion S.T.C. had been importing spare parts for cars sold by it to the tourist car operators but this scheme did not work out in view of the large variety of imported cars which they receive and sell. They are not in a position to stock spare parts for all these vehicles without locking up their valuable foreign exchange and funds. This Department has been releasing foreign exchange to tourist car operators for importing spare parts for ex-STC vehicles purchased by them upto Rs. 2,000 per vehicle per annum.

This Department had suggested to S.T.C. that they should consider increasing the reserve price offered by them to the tourist car operators taking into account the profits that they are likely to make if these cars were repurchased by them from the tourist car operators and sold in the open market. If the cars are sold at a higher reserve price then the tourist car operators should be permitted to sell these cars in the open market on completion of the period/mileage clause. Their reply is awaited.

[Ministry of Tourism and Civil Aviation O.M. No. H.11013(15)/76-Tourism, dated November 15, 1976]

CHAPTER IV

RECOMMENDATIONS IN RESPECT OF WHICH REPLIES OF GOVERNMENT HAVE NOT BEEN ACCEPTED BY THE COMMITTEE

Recommendation (S. No. 21, Para 5.18)

The Committee note that as against 175 hotels on the approved list with a capacity of 10,754 rooms in April, 1973, there are at present 235 hotels on the approved list with a total capacity of 15,000 hotel rooms. Thus during the last three years, the industry has added 50 per cent to its total capacity.

The Committee, however, are concerned to observe that the existing position regarding availability of hotel rooms is far from satisfactory considering the future projections for a total of 25,500 hotel rooms needed to cater to the requirements of 8 lakh foreign tourists expected by the end of the Fifth Plan and about 32,000 rooms required for accommodating a million of foreign tourists visting India by 1980. As against the financial requirements amounting to Rs. 126 crores for constructing about 10,500 additional rooms by the end of the Fifth Plan, the total provision of funds made during the Plan period both in Public and Private Sectors is stated to be sufficient to meet the cost of 4,869 additional rooms only during the Fifth Plan. This will be far short of the projected additional requirements of 22,500 rooms at the end of the Fifth Plan according to the assessment of the Department of Tourism and even much less than the requirement of 15,000 rooms suggested by the Planning Commission.

Since the hotels constitute the most important and, in fact, a basic element of tourism infrastructure, the Committee feel that the various measures taken and efforts made for tourist promotion will not produce the desired results if the hotel accommodation in the country lags behind. The Committee would, therefore, urge that Government should keep a close watch on the trends of tourist traffic in the coming years and ensure that adequate accommodation is made available to meet the minimum requirements of the tourist arrivals. Considering the speed with which the hotel room capacity has been developed during the last three years, the Committee are confident that it will not be difficult for the Department of Tourism/ I.T.D.C. to make up the leeway if adequate funds are made available for the purpose.

Reply of Government

The observation has been noted. It may, however, be mentioned that the provision for the construction of hotels by the I.T.D.C., a public-sector undertaking and for the grant of loans to private-sector hotel projects, originally made in the Fifth Five Year Plan has been considerably reduced.

[Ministry of Tourism and Civil Aviation O.M. No. H.11013(15)/76-
Tourism, dated November 15, 1976]

Further information called for by the Committee

Please state the allocation made for constructing the hotel accommodation during the remaining period of the Fifth Plan and the number of additional hotel rooms it will be possible to provide with revised allocations and the total number of rooms that will be provided at the end of the Fifth Plan and the number of tourists they will be able to cater to.

(L.S.S. O.M. No. 5/24/1/EC/76, dt. 24-12-76).

Further Reply of Government

Due to the constraint on resources the allocation made for giving loans to hotels had to be curtailed in view of the overall reduction in the size of the Fifth Five Year Plan for Tourism.

2. During the last 3 years of the Fifth Five Year Plan 1976-77, 1977-78 and 1978-79 a sum of Rs. 6.21 crores may be available for giving loans to private entrepreneurs for construction of hotels. With the revised allocation of Rs. 10.21 crores for the entire Fifth Five Year Plan period it is expected that with the equity participation of the private sector and loans available from other financial institutions, a total number of 2,000 rooms will be constructed. It may be added that all these rooms will not be ready by the end of the Fifth Five Year Plan, some will be in various stages of construction.

3. In addition to the above India Tourism Development Corporation has an allocation of Rs. 965.60 lakhs for the remaining 3 years of the Fifth Five Year Plan period (1976-77 to 1978-79). There is a possibility of an additional Rs. 449 lakhs being made available by the Planning Commission. The total allocation for the Fifth Five Year Plan period for construction of hotel rooms by ITDC is expected to be Rs. 1,558.38 lakhs (plus Rs. 449 lakhs additional funds, if available).

With this allocation ITDC expect to add 912 rooms during the Fifth Five Year Plan. It will not be possible to complete all the schemes.

4. As a result of the assistance given to the private sector through hotel loans and the construction of accommodation by ITDC the total number of rooms expected to be available by the end of Fifth Five Year Plan period is 22,600. According to an assessment made by the Department of Tourism these rooms would cater to about 7 lakhs foreign tourists.

[Ministry of Tourism and Civil Aviation O.M. No. H.11913(15)/76-
Tourism, dated 30-1-1977]

CHAPTER V

RECOMMENDATIONS IN RESPECT OF WHICH FINAL REPLIES OF GOVERNMENT ARE STILL AWAITED

Recommendation (Sl. No. 4, para 2.30)

The Committee had recommended in paragraph 4.22 of their 42nd Report (1972-73) that Government should formulate a tourist promotion policy and bring it forward as a resolution so that the policy in this behalf is put on a stable and assured basis and laid down in some depth and firmness so as to provide a clear framework for implementation at all levels. The Committee, however note that even though the recommendation was accepted by Government and a paper on tourism philosophy was also prepared, the policy on tourism has not been formulated so far on the ground that this is a fast changing industry and that it involves "security considerations, entry of foreigners, cleanliness of our cities and towns, problem of urban development, ***foreign exchange regulations, foreign collaboration, import controls for hotel equipment, coaches and transport services, customs laws, purchase of aircraft fleet for our airlines, civil air transport policies including air services agreements, establishment of overseas offices, Centre-State relations, inter-State movement, export of antiquities, temperance or prohibition laws, archaeological services etc." The Committee would in this connection like to draw attention to the fillip the export promotion effort received in the country as a result of adoption of the Export Policy Resolution, although export promotion is also a fast changing subject like tourism.

The Committee feel that a formal formulation of the Tourism Policy laying down the basic approach to the promotion of tourism in the country would not only reinvigorate the tourism promotion effort but would also provide a clear framework for implementation at all levels.

The Committee would, therefore, urge Government to review the position and determine to what extent it would be advantageous to formulate a tourism policy in the light of experience gained so far, keeping in view the development to tourism in the country.

Comments of the Committee

Please see paras 5—8 of the Report—Chapter I.

December 12, 1977
Agrahayana, 21, 1899 (Saka)

SATYENDRA NARAYAN SINHA,
Chairman,
Estimates Committee.

APPENDIX I

(Vide Recommendation Sl. No. 26)

The Statement given below makes a comparison between break-even Kms needed and these achieved during the current year (Break-Even Kms.) is based on 1st Assumption, i.e. *Purchase Price—Resale Value.*

Life of the equipment as Tourist Vehicle

1975-76

Sl. No.	Unit	DLY Cars		DLZ Cars		Big coaches		Mini Coach	
		Break even Km. p.m.	Actual Km covered p.m.	Break even Km. p.m.	Actual Km. covered p.m.	Break even Km. p.m.	Actual Km. covered p.m.	Break even Km. p.m.	Actual Km. covered p.m.
1	2	3	4	5	6	7	8	9	10
1.	Agra . .	4100	1322	2100	1778	1100	1126	—	—
2.	Aurangabad	4000	1892	2400	1431	—	—	—	—
3.	Bombay	3100	2019	1600	990	—	—	1100	1261
4.	Bodhgaya .	5500	1424	—	—	—	—	1400	1140
5.	Bangalore .	4600	2820	2600	1918	2000	3367	—	—
6.	Bhubaneshwar . .	4200	2932	2500	1709	2000	1920	—	—
7.	Calcutta	4600	1545	2900	1008	1600	2298	—	1452
8.	Delhi .	4000	3285	1900	1592	3100	3494	1700	430
9.	Hyderabad	6200	2737	3700	2014	2300	2317	—	—
10.	Jaipur	3700	1755	2000	1468	2000	1355	1700	89
11.	Kovalam .	5200	1397	3100	1050	2400	—	—	—
12.	Madras	4600	3030	2700	1766	3200	3573	1600	2278
13.	Patna	5500	1383	2500	1216	1600	1894	1400	310
14.	Varanasi .	2000	2072	1400	1688	1600	1645	1100	315
15.	Srinagar .	—	—	1500	2001	1400	4054	—	—

APPENDIX II

(Vide Introduction)

Analysis of action taken by Government on the 100th Report of the Estimates Committee (5th Lok Sabha)

I	Total number of Recommendations	30
II.	Recommendations which have been accepted by Government. Nos. 1, 5, 6, 7, 8, 10, 11, 15, 16, 17, 18, 19, 20, 22, 23, 26, 28, 29, 30.	19
	Percentage to total	64%
III.	Recommendations which the Committee do not desire to pursue in view of Government's reply (Nos. 2, 3, 9, 12, 13, 14, 24, 25, 27).	9
	Number	9
	Percentage to total	30%
IV.	Recommendations in respect of which replies of Government have not been accepted by the Committee (No. 21).	
	Number	1
	Percentage to total	3%
V.	Recommendations in respect of which final replies of Government are still awaited (No. 4).	
	Number	1
	Percentage to total	3%

**LIST OF AUTHORISED AGENTS FOR THE SALE OF LOK SABHA
SECRETARIAT PUBLICATIONS**

Sl. No.	Name of Agent	Agency No.	Sl. No.	Name of Agent	Agency No.
ANDHRA PRADESH			12.	Charles Lambert & Company, 101, Mahatma Gandhi Road, Opposite Clock Tower, Fort, Bombay.	30
1.	Andhra University General Cooperative Stores Ltd., Waltair (Visakhapatnam)	8	13.	The Current Book House, Maruti Lane, Raghunath Dadaji Street, Bombay-1.	60
2.	G. R. Lakshminpathy Chetty and Sons, General Merchants and News Agents, Newport, Chandragiri, Chittoor District.	94	14.	Deccan Book Stall, Ferguson College Road, Poona-4.	65
ASSAM			15.	M/s. Usha Book Depot, 585/A, Chira Bazar Khan House, Girgaum Road, Bombay-2 B.R.	5
3.	Western Book Depot, Pan Bazar, Gauhati.	7	MYSORE		
BIHAR			16.	M/s. Peoples Book House, App. Jaganmohan Palace, Mysore-1.	16
4.	Amar Kitab Ghar, Post Box 78, Diagonal Road, Jamshedpur.	37	RAJASTHAN		
GUJARAT			17.	Information Centre, Government of Rajasthan, Tripolia, Jaipur City.	38
5.	Vijay Stores, Station Road, Anand.	35	UTTAR PRADESH		
6.	The New Order Book Company, Ellis Bridge, Ahmedabad-6.	63	18.	Swastik Industrial Works, 59, Holi Street Meerut City.	2
HARYANA			19.	Law Book Company, Sardar Patel Marg, Allahabad-1.	48
7.	M/s. Prabhu Book Service, Nai Subzimandi, Gurgaon, (Hayana).	14	WEST BENGAL		
MADHYA PRADESH			20.	Granthaloka, 5/1, Ambica Mookherjee Road, Belgharia, 24 Parganas.	10
8.	Modern Book House, Shiv Vilas Palace, Indore City.	13	21.	W. Newman & Company Ltd. 3, Old Court House Street, Calcutta.	44
MAHARASHTRA			22.	Firma K. L. Mukhopadhyay, 6/1A, Banchharam Akur Lane, Calcutta-12.	82
9.	M/s. Sunderdas Gianchand, 601, Girgaum Road, Near Princess Street, Bombay-2.	6	23.	M/s. Mukheji Book House, 8B, Duff Lane, Calcutta-6.	4
10.	The International Book House (Private) Limited 9, Ash Lane, Mahatma Gandhi Road, Bombay-1.	22			
11.	The International Book Service, Deccan Gymkhana Poona-4.	26			