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MINISTRY OF CIVIL AVIATION AND
TOURISM—DEVELOPMENT OF
TOURISM AND CIVIL AVIATION IN
REMOTE AND HILLY AREAS

ESTIMATES COMMITTEE
1995-96

FIFTY-SIXTH REPORT

TENTH LOK SABHA



सत्यमेव जयते

52
LOK SABHA SECRETARIAT
NEW DELHI

**FIFTY-SIXTH REPORT
ESTIMATES COMMITTEE
(1995-96)**

(TENTH LOK SABHA)

**MINISTRY OF CIVIL AVIATION AND
TOURISM—DEVELOPMENT OF
TOURISM AND CIVIL AVIATION IN
REMOTE AND HILLY AREAS**

**[Action Taken by Government on the Recommendations contained in the
53rd Report of Estimates Committee (Tenth Lok Sabha) on the Ministry
of Civil Aviation and Tourism Development of Tourism and Civil Aviation
in Remote and Hilly Areas]**



Presented to Lok Sabha on 29.02.1996

**LOK SABHA SECRETARIAT
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Corrigenda to 56th Report of Estimates Committee
(1995-96)

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**LIST OF MEMBERS OF THE ESTIMATES COMMITTEE
(1995-96)**

CHAIRMAN

Shri S.B. Sidal

MEMBERS

- *2. Dr. Krupasindhu Bhoi
3. Shri Narain Singh Chaudhari
4. Shri Ram Tahal Chaudhary
5. Shri Anadi Charan Das
6. Shri Shrish Chandra Dikshit
7. Shri R. Jeevarathinam
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SECRETARIAT

1. Smt. Roli Srivastava — *Joint Secretary*
2. Shri K.L. Narang — *Deputy Secretary*
3. Shri Rajshekhar Sharma — *Under Secretary*
4. Smt. Abha Singh Yaduvanshi — *Committee Officer*

* Shri Krupasindhu Bhoi resigned from the Committee w.e.f. 9th May, 1995.

INTRODUCTION

1. The Chairman of the Estimates Committee, having been authorised by the Committee to submit the Report on their behalf, present this Fifty-Sixth Report on action taken by Government on the recommendations contained in the Fifty-Third Report of the Estimates Committee (Tenth Lok Sabha) on the Ministry of Civil Aviation and Tourism — Development of Tourism and Civil Aviation in Remote and Hilly Areas.

2. The Fifty-Third Report (Tenth Lok Sabha) was presented to Lok Sabha on 28th April, 1995. The replies indicating action taken on the recommendations contained in that Report were furnished by the Department of Tourism on 18th December, 1995 and by the Department of Civil Aviation on 6th February, 1996. The Draft Report was considered and adopted by the Estimates Committee (1995-96) at their sitting held on 16th February, 1996

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

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

4. An analysis of action taken by Government contained in the Fifty-Third Report of Estimates Committee (10th Lok Sabha) is given in Appendix. It would be observed therefrom that out of 42 recommendations made in the Report, 37 recommendations i.e. 88.1% have been accepted by the Government and the Committee do not desire to pursue 2 recommendations i.e. 4.76% in view of the Government's replies. Replies have not been accepted in respect of 2 recommendations i.e. 4.76%. Final replies of the Government in respect of the 1 recommendation i.e. 2.38% are still awaited.

NEW DELHI;
February 22, 1996

Phalguna 1, 1917(S)

S.B. SIDNAL,
Chairman,
Estimates Committee.

CHAPTER I

This Report of the Committee deals with the action taken by Government on the recommendations contained in their Fifty-Third Report (Tenth Lok Sabha) on the Ministry of Civil Aviation and Tourism—Development of Tourism and Civil Aviation in Remote and Hilly Areas.

2. The Committee's Fifty-Third Report (Tenth Lok Sabha) was presented to Lok Sabha on 28th April, 1995. It contained 42 observations/recommendations. Action Taken Notes on all these observations/recommendations have been received from the Ministry of Civil Aviation and Tourism.

3. Replies to the observations and recommendations contained in the Report have broadly been categorised as under:—

- (i) Recommendations which have been accepted by the Government:
Sl. Nos. 1, 2, 3, 4, 5, 6, 7, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 25, 26, 28, 29, 30, 31, 32, 33, 34, 36, 37, 38, 39, 40 and 41.

(Total 37, Chapter II)

- (ii) Recommendations which the Committee do not desire to pursue in view of Government's replies:
Sl. Nos. 27 and 42.

(Total 2, Chapter III)

- (iii) Recommendations in respect of which Government's replies have not been accepted by the Committee:
Sl. Nos. 8 and 35.

(Total 2, Chapter IV)

- (iv) Recommendations in respect of which final replies of Government are still awaited:
Sl. No. 24.

(Total 1, Chapter V)

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

A. *Setting up of separate Joint Task Force*

Recommendation (Sl. No. 8, Para No. 2.38)

1.5 For setting up separate Joint Task Force with respective State Governments in the Himalayan Ranges, the Committee recommended:

“The Committee would rather recommend a very active role for the Department of Tourism to set up separate Joint Task Force

with respective State Governments in the Himalayan Ranges for identification of facilities and amenities needed for tourists in their regions and the Central assistance required for their development, instead of awaiting proposals from these States."

1.6 The Ministry in their reply stated:

"The Department of Tourism welcomes the observation of the Committee, and will examine the possibilities of setting up Joint Task Force with the Himalayan States to identify facilities and amenities in this region. As of today the State Governments along with the Centre are taking up measures to set up adventure sports activities in the Himalayan regions. The States are also formulating Master Plans which will identify facilities required for tourists facilities required for tourists and will also examine the broader aspects of employment generation and development of the Himalayan regions."

1.7 The Committee are constrained to note that even after a lapse of about 9 months, the Department of Tourism are still examining the possibilities of setting up a separate Joint Task Force with the Himalayan States to identify facilities and amenities in those regions. They deplore the casual manner in which the Department have worded their reply to the well considered recommendation of the Committee. The Committee, therefore, reiterate their earlier recommendation about setting up a Joint Task Force expeditiously to monitor the progress in this regard. The Committee would also like to be apprised about the Master Plans formulated by the State Governments and the facilities identified/required by the tourists. The measures taken to set up adventure sports activities in the Himalayan regions should be specified.

B. Developing Transportation Network to the Tourist Destinations

Recommendation (Sl. No. 22, Para No. 2.79)

1.8 While emphasising the need for improvement of transport infrastructure, the Committee has observed as follows:

"The Committee find that the basic transportation network to the tourist destinations/circuits in remote and hilly areas are inadequate, inaccessible and significant scope for improvement. The efforts of Department of Tourism so far interacting with Railways, Ministry of Surface Transport and Department of Civil Aviation for improvement of transport infrastructure did not bear fruit. It has been pointed out that inadequate transport facilities have been serving as a deterrent to the growth of tourism in the country. They are alarmed at the complaints received from the foreign tourists about narrow roads, congested traffic with pollution etc. in some remote and hilly areas."

1.9 The Ministry in their reply has stated:

“Ministry of Railways have provided a network of train services connecting various destinations/Circuits in the remote and hilly areas of the country, the details of which are indicated in Annexure I and II.”

1.10 In this connection, the Department of Civil Aviation also stated:

“Department of Civil Aviation/Airports Authority of India are making constant efforts at improving the airport facilities in the N.E. States. Development of airports is very costly. Moreover, due to the hilly terrain there are operational constraints. With a view to provide adequate airlinks, scheduled airlines have to offer 10% of their capacity deployed on the trunk routes in this region and other inaccessible areas like J&K, Andaman & Nicobar Islands. The North Eastern Council has also been regularly monitoring the development of airport facilities/airlinks. Recently, Itanagar has been linked four times a week to Dibrugarh and Guwahati by helicopter service.

A detailed statement on the development of airport facilities in the NE region is attached in Annexure III.”

1.11 The Committee note with satisfaction the efforts made by the Government for providing adequate air linkages and Railway network between the tourist destination and major cities. They would, however, like to impress upon the Ministry of Civil Aviation and Tourism (Department of Tourism) that the transport network to the tourist destination/circuit in remote and hilly areas have significant scope for improvement. They would like the Ministry of Civil Aviation and Tourism to pursue the matter with Ministry of Surface Transport, Civil Aviation and Railways for improvement in the transport network to the remote and hilly areas which is essential for growth of tourism. Further the Department of Tourism have brought recommendation of the Committee to the notice of the Ministry of Railways, Civil Aviation and Surface Transport for compliance.

C. Fiscal Incentives for Private Sector participation in Building Tourism Infrastructure

Recommendation (Sl. No. 23, Para No. 2.94)

1.12 “The Committee had noted that since substantial investment is required to build tourism infrastructure in the country, private investment would go a long way in developing tourism in all the States including the remote and hilly areas where potential for development of tourism was even more pronounced. Entrepreneurs setting up tourism units were offered various incentives by the Central Government and State Governments, viz. sites at concessional rates, interest subsidy at 5% in case of 1, 2 and 3 category hotels in remote and hilly areas. Income tax deduction which have been made admissible at 50% instead of 30% and

exemption from payment of expenditure tax for a period of 10 years for the hotels which have started functioning on or before 31st March, 1994. The Committee were informed that only two State Governments viz. Karnataka and Meghalaya have reduced luxury tax. According to a new item, Madhya Pradesh had decided to offer a special package of incentives for new tourism projects and expansion. These included complete exemption for luxury tax, sales tax and entertainment tax. The Committee had desired that the Department of Tourism impress upon the other State Governments to offer similar type of incentives to make tourism industry more competitive in attracting private investment for tourism infrastructure."

1.13 The Ministry in their reply have stated as under:

"In addition to Tourism Finance Corporation of India, Industrial Finance Corporation of India, State Financial Corporation of India vide Notification No. 4.TH.II(2)/88 dated 1.08.95 State Industrial Development Corporations have been included for claiming the interest subsidy at the rate of 3 and 5% on loans granted to the approved Hotel Projects in 1, 2, 3 star category and Heritage Hotels in remote and hilly areas.

The issue relating to raising the ceiling of Expenditure Tax has been taken up with the Ministry of Finance. Hon'ble Minister of Civil Aviation and Tourism has written a letter to Finance Minister in this regard in the month of August, 1995. The extension of section 80 IA(4) (iii) which expired in March, 94 and section 80 IA(4) (iv) which expired in 1995 respectively, has been also taken up with the Ministry of Finance.

During the All India Tourism Minister's Conference held in Delhi in the month of August, 95 the Governments of Andhra Pradesh, Gujarat, Maharashtra and West Bengal have considered to reduce luxury tax."

1.14 The Ministry of Civil Aviation and Tourism (Department of Tourism) have in their reply stated that the issue relating to raising the ceiling of expenditure tax and the extension of Section 80 IA(4) (iii) which expired in March, 1994 and Section 80 IA(4) (iv) which expired in 1995 have been taken up with the Ministry of Finance. Further, the Ministry have informed the Committee that during the All India Minister's Conference held in Delhi in the month of August, 1995 the Government of Andhra Pradesh, Maharashtra, Gujarat and West Bengal have considered to reduce the luxury tax. In this connection, the Committee would like to be informed about the latest position for reduction in luxury tax by these State Governments. The Committee also desire the Ministry to take up the matter of offering incentives to private sector vigorously with other State Governments so as to make

the tourism industry more competitive in attracting private investment for tourism infrastructure.

D. Extending of 100% Income Tax Exemption to Hotel Industry

Recommendation (Sl. No. 24, Para No. 2.95)

1.15 Regarding the need for extending 100% income-tax exemption for a period of 5 years to hotel industry in remote and hilly areas, the Committee stated:

“Since most of the projects in Special Tourism Areas remain to be developed and offered incentives for their early set up. The Committee urge the Central Government that this deduction for granting exemption from payment of expenditure tax for 10 years should be extended to the hotels which start functioning after 31st March, 94 specially in remote and hilly areas. The Committee also desire that Central Department of Tourism should examine the need for extending 100% income tax exemption for a period of five years to hotel industry in newly identified remote and hilly areas for promotion and development of tourism.”

1.16 The Ministry in their action taken reply stated as follows:

“The issue for exemption of expenditure tax for hotels being set up in the specified tourism areas is being taken up separately with the Ministry of Finance.”

1.17 The Committee are concerned to note that the reply of the Government is silent about the issue of examining the need for extending 100% income tax exemption for a period of five years to hotel industry in newly identified remote and hilly areas for promotion and development of tourism. They feel that the above measure would go a long way in attracting private investment for tourism infrastructure and also supplement the Government funds in making tourism industry more competitive. The Committee would, therefore, like the Ministry to take immediate action in the matter and intimate to the Committee the progress made within a period of three months. They would also like to be apprised of the outcome of the issue for exemption of expenditure tax, which is being taken up separately by the Ministry of Civil Aviation and Tourism with the Ministry of Finance.

E. Effective Advertisement campaign in Asia, African and Latin American Countries

Recommendation (Sl. No. 28, Para No. 2.114)

1.18 The Committee had recommended that Government should immediately start efforts to hard sell India through a creative and effective advertisement campaign so that awareness was generated among the people all over the world, specially in Asia, Africa and Latin American countries.

1.19 In their reply the Ministry of Civil Aviation and Tourism stated as follows:

“Regarding efforts to hard sell India through effective advertisement campaign so that awareness is generated among the people all over the world, specially in Asia, Africa and Latin American countries, it may be stated that presently advertising campaigns are restricted to Europe, America, Middle East, South East Asia and Australasia. Since there is not enough potential in African and Latin American region, the publicity campaign in these areas is limited and also due to constraint of funds no advertising campaigns are organised in these areas.”

1.20 The very purpose of proposing a creative and effective advertisement campaign was to generate awareness among the people of Asia, Africa and Latin American countries which were hitherto unaware of the widely spread natural beauty and historical and cultural heritage of India, with a view to providing it as an ideal tourist destination. The Committee, however, note the reply of the Ministry that there is not enough potential in African and Latin American region, the publicity campaign in these areas is limited. They would, however, urge the Government to atleast make a beginning through hoardings, etc. at significant locations in important/capital cities.

F. Setting up of Monitoring and Evaluation Cell

Recommendation (Sl. No. 29, Para Nos. 2.118 & 2.122)

1.21 In regard to developing tourism in remote and hilly areas at an accelerated pace and setting up of Monitoring and Evaluation Cell the Committee had recommended as follows:

“The Committee find that tourism has already emerged as an important segment of Indian economy and has been recognised as an instrument for generating employment opportunities with significant linkages with several other sectors of the economy. A welcome feat of the development of tourism is that the labour/capital ratio is more favourable in the case of tourism than many other industries. The Committee, therefore, urge the Government to develop tourism in remote and hilly areas at an accelerated pace so that employment opportunities to local youth in the countryside are also generated with its multiplier effect.”

“The Committee note that the progress of infrastructural development for tourism of Plan Projects sanctioned by the Centre is monitored by the Department of Tourism through interaction with respective State Governments officials field inspections and Minister level meeting, etc. As the proposed Monitoring and Evaluation Cell would make monitoring the progress of Centrally assisted tourism projects effective, the Committee expect that such a cell would be set up early”

1.22 The Ministry in their action taken reply on each of the above recommendation have stated as follows:

“It is a welcome observation made by the Committee”.

1.23 The Ministry, in their action taken reply, have stated “These are welcome observations made by the Hon’ble Committee.” However, the Ministry presumably accepting the recommendation of the Committee, have not indicated any specific action/steps taken/proposed to be taken to implement the recommendations made by the Committee. The Committee desire that Ministry should specify the measures being taken/to be taken to implement the recommendations of the Committee and intimate them of the same at the earliest.

G. Sanction and Allocation of Funds to State Governments

Recommendation (Sl. Nos. 31, 32 & 33, Para Nos. 3.23, 3.24 & 3.25)

1.24 Dealing with the Budget provisions of the Department of Tourism the Committee have stated as follows:

“The Committee are informed that the Planning Commission has approved a Plan Budget of Rs. 92.00 crores for the Department of Tourism for the year 1995-96, as against Projected requirements of Rs. 126.60 crores. They find that approved plan budget for Department of Tourism is Rs. 81 lakhs less than the current years budget of Rs. 92.81 crores. Taking into account rate of inflation during 1994-95 at 11.4 per cent, there has been decline (in real terms) of more than 1 per cent in the Plan budget for the Department of Tourism during 1995-96”.

“The Committee note that the provision under the head ‘Tourism Infrastructure’ was of the order of Rs. 13.56 crores in the year 1993-94. It is unfortunate that there have been lower budgetary allocations in the succeeding years under this head of the Department of Tourism i.e. Rs. 12.26 crores (RE) in 1994-95 and Rs. 12.76 crores (BE) for the year 1995-96. The Committee feel that in order to develop new tourism destinations in remote and hilly areas, there is a need for adequate investment with a long gestation period to develop infrastructure. They are of the view that Rs. 13.50 crores to invest in infrastructure is meagre sum as compared to the expectation about earnings from developing tourist generating destinations in remote and hilly areas. The Committee desire the Department of Tourism to again approach the Planning Commission for increase in budgetary allocation further for infrastructural development as part of this forms the very foundation for development of tourism in remote and hilly areas.”

“They would like to be informed about the positive efforts made by the Department of Tourism in that direction. All over the

country there is considerable scope for improvement in the infrastructure for the tourism sector. In order to ensure that tourism becomes a major economic activity in India and that the country achieve a rightful share in the international tourism, it is imperative that the Department of Tourism assumes a bigger role in the infrastructure development of tourism supported by matching budgetary allocation."

1.25 The Ministry in their reply stated as under:

"The Department of Tourism has already requested the Planning Commission and Ministry of Finance for allocation of Revised Estimates 1995-96 by an additional amount of Rs. 8.70 crores for the 1995-96. The Department of Tourism has formulated Plan proposals for 1995-96 with thrust on development of Tourism infrastructure facility be impressed upon Planning Commission to allocate higher budgetary provision to the extent of Rs. 35.85 crores as against Rs. 13.56 crores in 1995-96. The approval of Planning Commission is awaited."

1.26 The Committee are happy to note that the Department of Tourism have formulated the plan proposals for 1995-96 with thrust on development of tourism infrastructural facilities and impressed upon the Planning Commission for a higher budgetary provision. They however, desire that the Department of Tourism should make concerted and strenuous efforts to pursue the matter with the Planning Commission so as to achieve higher budgetary provision in the years to come for the infrastructural development, which forms the very foundation for development of tourism in remote and hilly areas.

H. Prioritising Tourism Schemes for sanction of Central Assistance

Recommendation (Sl. No. 34, Para No. 3.26)

1.27 In regard to prioritising tourism schemes of the State Governments for sanction of Central assistance the Committee recommended as follows:

"The Committee note with concern that no separate allocation is being made in the budget for the development of remote and hilly areas. The Committee, however, desire that the Department of Tourism while prioritising tourism schemes of the State Governments for sanction of Central assistance should give preference to tourism projects in remote and hilly areas and that a portion of funds exclusively for development of tourism in remote and hilly areas should be earmarked in the budgetary provisions of the Department of Tourism."

1.28 In their Action Taken notes the Ministry of Civil Aviation and Tourism stated as under:

"The Department of Tourism is giving considerable importance for development of Adventure Tourism and hill resorts in remote and

hilly areas of the country. The North East States are also being persuaded to develop tourism facilities in their respective States particularly hilly areas. Since most of the delivery systems like land, roads, water supply, electricity, amenities etc. and control systems like law and order and regulations are within the purview of State Governments, the Ministry of Tourism has taken these issues up with the Chief Secretaries to make priority allocation of funds for tourism development."

1.29 Most of the delivery system like road, water-supply, electricity amenities etc. and control systems like law and order and regulations which are basic inputs for development of tourism, are within the purview of State Governments. The Committee are, happy to note that the Central Department of Tourism have taken these issues with the Chief Secretaries to develop such facilities in their respective States particularly in hilly areas for development of Adventure Tourism and hill resorts and to make priority allocation of funds for tourism development with due promptitude. In this connection, the Committee like to stress that the Department of Tourism should pursue this matter with the Chief Secretaries vigorously.

1. Preparation of Master Plans

Recommendation (Sl. No. 35, Para No. 3.27)

1.30 Regarding drawing up of master plans for development of tourism in their respective States the Committee have stated:

"There is no five year perspective plan drawn up by the Department of Tourism for development of tourism in remote and hilly areas specifically. The Committee are happy to note that all the State Governments have been requested to draw a Master Plan for the development of tourism in their respective States including remote and hilly areas to enable the Central Government to have a comprehensive picture of the entire country, State-wise."

1.31 In their Action Taken notes the Ministry of Civil Aviation and Tourism stated as under:

"Preparation of Master Plan for Assam is in progress and plans for other North East States have also been asked by the Planning Commission to prepare Master Plans."

1.32 While attaching great importance to the fact that the Central Government should have a comprehensive picture of the development of tourism in the country in its entirety State-wise, the Committee had desired that all the State Governments should draw up the Master Plans for development of tourism in their respective States. It is regrettable that the Government have stated the position only in regard to Assam and North-Eastern States. The Committee desire that the Government should

effectively pursue the remaining State Governments to finalise their Master Plans expeditiously. The Department of Tourism would thus be able to identify and prioritise the development of new tourism destinations in remote and hilly areas so that adequate investment to develop the infrastructure is planned for development of tourism in remote and hilly areas. The Committee would also like to be informed of the position within a period of six months.

J. Diversion of Funds from one State to another

Recommendation (Sl. No. 38, Para No. 3.49)

1.33 In regard to diversion of funds allocated to one State to other States, the Committee have stated as follows:

“The Committee find that despite the prioritisation of various projects during a particular financial year by respective State Government for sanction, the funds allocated to some States remain unutilised at the end of the year. According to the Department of Tourism, these funds are not allowed to remain unutilised as they are diverted to other States so that the entire outlay is utilised every year. The Committee deprecate this tendency of diverting funds allocated to a particular State being allowed to be utilised by other States. In their opinion, it may so happen that the funds, earmarked for a lesser developed and backward State lacking in expertise the necessary initiative may be transferred to more resourceful States. They are afraid, that, this may lead to unharmonized growth in development of tourism in all parts of the country and perpetrate under development in less developed States. The Committee, therefore, strongly recommend that the funds allocated for a particular year, to a State, which remain unutilised in that year should not be diverted to any other State. In this connection, the Committee would recommend that concerted and strenuous efforts be made by the Department of Tourism by actively pursuing the matter with the concerned State Government and holding quarterly meetings whenever necessary at the Secretary's level to ensure sanction of funds to the States for whom these have been earmarked. The Department of Tourism should revamp their system and procedure to ensure that the States were meted out just and fair treatment by the Union Government and that they are not deprived of due share of scarce national resources for their developmental schemes in tourism on which they may not be aware of the latest benefits such States should also be provided requisite expertise and guidance in the formulation of specific proposals for development of tourism. The Committee would like to be apprised of the remedial measures taken in this regard.”

1.34 In this reply the Ministry have stated as under:

"Projects for central assistance are prioritised on the basis of specific concept plans prepared by the State Governments which are discussed in detail with the officers of Department of Tourism. The State Government officers are invariably given proper guidance and technical advise at the time of discussion for the preparation of detailed project proposals. They can also utilise the services of CPWD and other Central Government agencies in the preparation of projects. The State Governments are also welcome to seek clarification and advise from the officers of Central Department of Tourism as and when required.

New guidelines have been issued for submitting projects which are more flexible and encompasses more categories of projects."

1.35 In order to check diversion of funds sanctioned for tourism projects to resourceful States so that entire outlay was utilised every year, the Committee recommended that the Department of Tourism should revamp their system and procedure to ensure that the States were meted out just and fair treatment by the Union Government and that they (less resourceful States) were not deprived of due share of scarce national resources for their developmental schemes in tourism.

1.36 The Committee note with satisfaction that the Department of Tourism, in their action taken reply, have stated that new guidelines have been issued for submitting projects which are more flexible and encompasses more categories of projects.

1.37 The Committee however, would like the Government to ensure that funds earmarked for lesser developed and backward States are not transferred to any other State in the interest of harmonious development of tourism especially in remote and hilly areas in all parts of the country.

K. Operations of Scheduled Airlines in Remote and Hilly Areas

Recommendation (Sl. No. 39, Para No. 4.31)

1.38 While stressing the need for air services in remote and hilly areas the Committee recommended as follows:

"The Committee had noted that remote areas which were very difficult to reach became uneconomic route for the Airlines and that they had not desired to run operations on these routes. They viewed with concern that most of the tourist destinations being developed in remote and hilly areas would fall in this category and that air-transportation services may become the main hindering factor in development of the tourist areas. The Committee had appreciated that the Government was conscious of need of air transport services to remote and inaccessible areas to bring them into the mainstream of national life. All scheduled airlines were asked that half of their flights should run on branch lines which cover uneconomic routes also. The Committee had recommended

that while approving scheduled airlines to operate on trunk routes and branch lines it should be made obligatory to them to operate their flights to some of the remote and hilly areas, where facilities exist for promoting tourism in those areas. The feasibility of helicopter services to these areas including certain stations in Himachal Pradesh where Vayudoot service had been withdrawn should also be examined by the Department of Civil Aviation."

1.39 The Department of Civil Aviation in their action taken reply have stated as follows:

"Observations of the Committee have been noted. Guidelines already exist airlines to deploy a minimum percentage of the capacity deployed on trunk routes in hilly and inaccessible regions. A beginning has been made in commencing helicopter services on subsidised basis to connect Itanagar (Capital of Arunachal Pradesh) with Guwahati and Dibrugarh by Pawan Hans Ltd. Govt. of Himachal Pradesh has entered into an agreement with a Private Operator for providing helicopter services in the State."

1.40 The Committee are not satisfied with the present reply of the Ministry, wherein it has merely been stated that the guidelines already exist for scheduled airlines to deploy a minimum percentage of the capacity deployed on trunk routes and branch lines in hilly and inaccessible regions. The Committee are anxious to know whether the Government have actually implemented the recommendation of the Committee and that the scheduled airlines operated their flights in the remote and hilly areas as per the extant guidelines since the introduction of the guidelines. The Committee would also like to know whether the Government has taken any punitive action in case the private operators have not adhered to the existing guidelines and if so the action taken against such defaulting operators may be intimated to the Committee. The Committee desire to be apprised of these details at the earliest.

1.41 The Committee would again like Government to ensure that scheduled airlines operate their flights in remote and inaccessible areas as per extant guidelines:

"They also desire the Government to examine the feasibility of subsidising the economy class, air fares of the airlines operating to the destinations in remote and hilly areas so as to attract the domestic as well as foreign tourists to these areas."

L. Reconsideration of Budgetary Support for Construction of Airports
Recommendation (Sl. No. 40, Para No. 4.41)

1.42 Regarding reconsideration of budgetary support for construction of airports in remote and hilly areas the Committee had recommended:

"The Committee view that although economic viability is definitely one of the major criteria for construction of an airport; yet the

socio-economic aspects can not be overlooked, especially in case of a developing country like India. They also lay emphasis on the fact that construction of an airport at new destination for development of tourism potential in remote and hilly areas may not necessarily be economically viable as these areas may be inaccessible. They were apprised that earlier Government used to provide budgetary support for such projects, but have been discontinued now. The Committee desire reconsideration of budgetary support for construction of airports in remote/hilly areas and in islands near the tourist generating destinations, which are being kept in abeyance due to financial support."

1.43 The Ministry in their reply have stated as follows:—

"Observations of the Committee will be brought to the notice of Ministry of Finance/Planning Commission. However, so far as 1995-96 is concerned, Planning Commission has provided Rs. 30 crores for the following four projects:

- (i) Extension of runway at Guwahati Airport.
- (ii) Construction of airport at Androth (Lakshadweep Island).
- (iii) Electric & Civil Works at Agartala, Jorhat, Tezpur for navigational aids.
- (iv) The extension of runway at Jammu and construction of runway at Kargil."

1.44 The Committee learn to their dismay that their recommendation for budgetary support for construction of airports in remote and hilly areas and in islands near the tourist generating destinations has not even been brought to the notice of the Ministry of Finance/Planning Commission so far. The Planning Commission has, however, provided during 1995-96 Rs. 30 crores for development of four airport projects. In this connection, the Committee would like the Ministry of Civil Aviation and Tourism (Department of Civil Aviation) to furnish details of schemes/proposals kept abeyance for want of budgetary support for construction of airports in remote and hilly areas including Islands and the programme of the Government to provide funds through budgetary support for construction of these airports. The Committee feel that the Ministry do not appear to be serious about implementation of their recommendations. They would, therefore, reiterate their earlier recommendation and emphasise upon the Government to reconsider the budgetary support for the construction of airports in remote and hilly areas and islands near tourist generating destination immediately and apprise them, of the same at the earliest.

Implementation of Recommendations

1.45 The Committee would like to emphasise that they attach the greatest importance to the implementation of the recommendations accepted by the 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 case where it is not possible to implement the recommendations in letter and spirit for any reason, the matter should be reported to the Committee with reasons for non-implementation.

The Committee desire that reply in respect of the recommendation contained in Chapter-V of the Report may be finalised and final reply of the Government furnished to the Committee expeditiously.

CHAPTER II

RECOMMENDATIONS/OBSERVATIONS WHICH HAVE BEEN ACCEPTED BY GOVERNMENT

Recommendation (Sl. No. 1, Para No. 1.18)

Bestowed with the bounties of nature and endowed with rich cultural heritage a vast potential of tourism exists in the country. The tourism potential but largely untapped is confined not only to historical, cultural and pilgrim places but also to deserts, hills, dense forests, lakes, wildlife, beaches, geographical terrain/features endowed with natural and scenic beauty in far flung and hilly areas in the country.

Reply of Government

It is an observation made by the Hon'ble Committee. It has been noted as it does not require any specific action.

Recommendation (Sl. No. 2, Para No. 1.19)

Exploitation of existing potentialities of tourism all over the country especially in remote and hilly areas, is undoubtedly a monumental task requiring concerted and strenuous effort by the Centre, the States as well as the private sector.

Reply of Government

It is an observation made by Hon'ble Committee, it has been noted as it does not require any specific action.

Recommendation (Sl. No. 3, Para No. 1.20)

Tourism in India has become an important sector playing a pivotal role in the economy of the country contributing significantly not only in foreign exchange earnings but also in employment generation and development.

Reply of Government

It is an observation made by Hon'ble Committee, it has been noted as it does not require any specific action.

Recommendation (Sl. No. 4, Para No. 2.34)

It is well known that Himalayan are a repository of Indian religious and cultural heritage. Some of the places in the Himalayan ranges are venerated for their sanctity and are thronged by blessing seekers. However, the Committee regret to find that the pilgrimage centres are lacking in the very infrastructure needed for pilgrim tourists. The Committee are informed that the National Action Plan has also identified

three Travel Circuits and two destinations in the Himalayan Region for intensive development of tourism.

Reply of Government

In the National Action Plan three travels circuits and two destinations namely Kulu-Manali-leh, Bagdogra-Sikkim-Darjeeling-Kalimpong, Rishikesh-Narinder Nagar-Gangotri-Badrinath and Manali (Solang-Nalah) and Kangra (Pong Dam) have been identified in the Himalayan region for intensive development of tourism. Central financial assistance of Rs. 378.51 lakhs for 18 projects have been sanctioned to provide facility to the pilgrim tourists at these identified three travel circuits and two destinations.

Recommendation (Sl. No. 5, Para No. 2.35)

The Committee on Pilgrim Tourism have indentified certain centres/ places in 13 States for development as pilgrim centres. For development of these pilgrim centres, the State Government are being constantly requested by the Department of tourism to send proposal for developing their tourist infrastural. It is surprising to note that so far of Rs. 27.09 lakhs had been sanctioned by Central Department for Tourism in 1992-93 for construction of pilgrim cottages at Kamakhya (Assam) and Rs. 14.00 lakhs for development of the area around Vaishno Devi out of a sum of Rs. 5 crores earmarked as Central assistance every year to set up or improve accommodation facilities, wayside amenities and transport system at important centres. This is not a happy state of affairs. The Department of Tourism need to work with renewed vigour and enthusiasm and vigorously pursue the matter for development of these pilgrim centres indentified by the Committee on Pilgrim Tourism at the highest level in the State Governments. The Committee feel that developing necessary infrastructure at these pilgrim centres will give the necessary fillip to the domestic tourist in remote and hilly areas in the country.

Reply of Government

At Annexure I the details regarding the amounts sanctioned for facilities to be provided at various tourist centres have been shown. The Department of Tourism is in agreement with the views of the Committee and have taken up pilgrim tourism as an important component of tourism, particular for the domestic tourists. The State Governments have been impressed upon to set up facilities in the pilgrim centres and give special emphasis to pilgrim tourism. In the State Tourism Minister's Meeting held on 4th to 6th of August, 1995 the State Tourism Ministers and their representatives were specifically requested to give priority and importance to pilgrim tourism. The Planning Commission had also been requested to provide us with additional funds for pilgrim tourism during the Budget of 1996-97.

Recommendation (Sl. No 6, Para No. 2.36)

The National Action Plan for Tourism mentions that pilgrim flows account for a very large percentage of domestic tourism. Infrastructure facilities tourists for pilgrim centres need to be substantially improved. For this purpose the Central Government will earmark of Rs. 5.00 crores as Central assistance every year to enable State Tourism Development Corporation/private entrepreneurs to set up or improve accommodation facilities, wayside amenities and transport system at important pilgrim centres. The Committee while appreciating the initiative which is in the right directions, feel that considering that a great scope exist for improvement in facilities and amenities for providing domestic pilgrim tourists, an allocation of sum of Rs. 5 crores as Central assistance appears meagre and needs to be enhanced considerably.

Reply of Government

It is an observation made by Hon'ble Committee, we are in agreement with the Committee that the allocation of funds for this sector requires enhancement. The Planning Commission has been requested to enhance out budget for 1996-97.

Recommendation (Sl. No 7, Para No. 2.37)

The Committee also desire that the Department of Tourism in close coordination with State Governments take keen interest for faster development of tourism infrastructure, facilities/amenities at 'Vashino Devi' and Badrinath-Kedarnath.

Reply of Government

The construction of Yatri Niwas at Vaishno Devi was sactioned during the year 1992-93 for an amount of Rs. 45.00 lakhs with a release of Rs. 20.00 lakhs. An other project for Yatri Niwas at Katra in the State of J & K was sactioned for Rs. 18.75 lakhs with a subsequent of Rs. 10.00 lakhs.

Badrinath & Kedarnath has been identified as a travel circuit and the State Govt. of Uttar Pradesh have been informed about these circuits. The Central Govt. extends central financial assistance to the State Govt. on the basis of proposals received from them.

Recommendations (Sl. Nos. 9, 10, Para Nos. 2.39, 2.40)

In order to encourage adventure tourism in hills among the Himalayan States, surveys should be conducted in each Himalayan State by an Expert Group comprising representatives of the Department of Tourism, State Tourism Development Corporation and others in tourism and travel industry and a comprehensive plan drawn up for each State separately. There is also need for involvement of private sector and local youth.

Adventure Tourism in the hill regions of the Himalayan States should be encouraged to become a major activity through active involvement of local private sector in building tourism infrastructure, for which the Government

should provide all the necessary assistance including training and expertise to the local youth and encourage and help them in setting up their own units. The Committee also desire that in order to meet financial requirement for boosting adventure tourism, budget allocation should be adequately made.

Reply of Government

The Department of Tourism has constituted the Himalayan Tourism Advisory Board—"HIMTAB" in 1987. The Board has representatives from the Central Department of Tourism, State Governments and private sector including Himalayan Experts, Adventure Tour Operators, Ecologists, etc. The Board comprises members from the Himalayan State of Himachal Pradesh, J&K, Uttar Pradesh, West Bengal and Sikkim. The Board has down up a preliminary Action Plan for development of adventure tourism a coordinated manner. Increased importance has been given in the Central Plan of the Department of adventure tourism by enhancing Budget allocation. The budget allocations for the last three years as given below.

1992-93	203.00 lakhs
1993-94	344.00 lakhs
1994-95	467.00 lakhs

Recommendation (Sl. No 11, Para No. 2.41)

The committee emphasise that concerted efforts should be made to gain advantage through proper support in new area like adventure tourism, wildlife tourism, conference tourism, camp tourism, etc. which are gaining ground rapidly, for the purpose infrastructure/basic amenities should either be developed and made available by the Government or the private sector should be encouraged by giving them all about support in this regard.

Reply of Government

The Department of Tourism places great emphasis on the promotion of adventure and wildlife tourism, by providing financial assistance to the State Governments/UTs for purchase of tented accommodation, development of camping sites, construction of forest lodges, provision of transport for facilitating wildlife viewing from close quarters, fibre boats for waterlinked wildlife parks at Perivor, Sunderbans etc. Similarly, funds have been provided for provision of basic amenities, purchase of equipments for trekkings, shorts, skiing, water sports equipment and similar other adventure related activities.

Various agencies are also promoting adventure tourism festivals/competitions, events such as River Rafting Meeting, Himalayan Car Rally, Maranthaon, Mountaineering Meet.

Recommendation (Sl. No 12, Para No. 2.42)

In the past, emphasis on tourism has been mainly confined to woo foreign tourists by equally important is the existing potential in domestic

tourism as people needed to know more about their own country also. There is a need to give fillip to domestic tourism which has not been given right attention. Travelling in various parts of the country and learning about cultural diversities and life styles of different people apart from giving social and economic benefits to the people, also helps promote national integration. To generate interest in domestic tourism, the Department of Tourism and other Ministeries in consultation with State Tourism Development Corporations should draw up action plans for boosting youth travel and pilgrim tourism. The tourism, travel trade and hotel industry should, under the overall guidance and directions of the Department of Tourism and State Tourism Development Corporations, should speedily formulate plans for building up of infrastruture for promoting all categories of tourists in the country.

Reply of Government

Recognising the importance of domestic Tourism, the Government of India has given due importance to the development of domestic tourism, State Governments are given financial assistance to build tourist infrastructure including accommodation units suitable for domestic tourism at different places.

Recommendation (Sl. No. 13, Para No. 2.43)

In the National Action Plan (1992) the Department of Tourism have brought out that Surajkund Crafts Mela and Shilpgram, Udaipur, have been a tremendous draw with the tourists. The Committee find that the Department intends to set up Crafts villages in different parts of the country and provide a boost to the traditional handicrafts of these regions.

Reply of Government

In addition to Surajkund Craft Mela and Shilpgram Udaipur, Department of Tourism has identified Taj Mahotsva at Agra as Craft Mela. The artisans from Ministry of Textiles, Department of Handicrafts, Department of Handlooms and the State Government participate in this mela.

Recommendation (Sl. No. 14, Para No. 2.44)

The Committee are of the view that on same footing, the Department of Tourism in consultation with State Tourism Corporation should arrange to exhibit art, culture, craft and cuisine of different States on one platform at major important festivals such as Kumbh Mela, Navratri Festival, Mela Festival, Ganesh Chaturthi, Durga Puja and others for domestic pilgrim tourists for boosting the traditional handicrafts and skills of the country's craftsmen.

Reply of Government

The Department of Tourism has a scheme under which central financial assistance is provided to the State Governments for organising food

festivals at Dilli Haat, New Delhi, During these festivals, the concerned State Government also arrange cultural programmes like folk dances by artists from the respective States.

Recommendation (Sl. No. 15, Para No. 2.45)

The Committee are satisfied to note that the Department of Tourism is conscious of the need for preservation and enrichment of environment while implementing schemes for development of tourism in an area. The Committee would, however, like to emphasize that Department of Tourism in consultation with the State Government should take adequate preventive measures for indiscriminate, un-planned and haphazard growth which lead to environmental degradation of the tourist area mainly being developed for its natural and scenic beauty.

Reply of Government

All the State Government have been asked to formulate Master Plans which will include a planned growth of tourism in the State. In the State Tourism Minister's Meeting held on 4th to 6th August the item on environmental concerns in tourism was one of the important items which were discussed with the State representatives. Various international environmental codes were also circulated to all the State Governments in order to sensitize them on the needs for having a sustainable tourism development in the country. Issues of garbage disposal including the menace created by plastic disposal and hygienic considerations were also discussed with the State Governments.

Recommendation (Sl. No. 16, Para No. 2.46)

The Committee are, therefore, sanguine that the virgin beauty of such remote and hilly areas should be maintained.

Reply of Government

It is an observation made by Hon'ble Committee, it has been noted as it does not require any specific action.

Recommendation (Sl. No. 17, Para No. 2.62)

The Committee were apprised that instead spreading resources thinly only special circuits and destinations should be taken up for intensive development. So far 11 circuits and 6 destinations had been identified for intensive development, besides, five special tourism areas for integrated development of tourism facility. It was further brought out by the Department of Tourism that as and when these circuits/destintions reach the prescribed level of development, new circuits/destinations could be added.

Reply of Government

It is an observation made by Hon'ble Committee.

Recommendation (Sl. No. 18, Para No. 2.63)

The National Action Plan for Tourism was finalised three years back. But destination centres identified for tremendous potential for tourism are yet to be developed. The committee feel that concerted efforts are required to be made to speed up development of tourism infrastructure of identified circuits/destinations. The Committee desire that a specific time-frame should also be laid down for building tourism infrastructure in identified travel circuits and destination. Which are in remote and hilly areas.

Reply of Government

It is the endeavour of the Department of Tourism to speed up development of Tourism infrastructure in the identified circuits/destinations. The State Government have been directed to complete their work within given time-frames particularly within the given plan period.

Recommendation (Sl. No. 19, Para No. 2.64)

The Committee feel that in order to exploit the seemingly endless bounties available in India for tourism purposes, the Department of Tourism in consultation with State Tourism Development Corporations should explore new areas of tourism especially in remote and hilly areas and build infrastructure there so that more and more investment could be attracted for setting up facilities in those areas.

Reply of Government

The observations of the Committee are noted by the Government. All the State Government/UTs have been asked to prepare Master Plans for a planned development of Tourism including identifying new areas which can be developed for tourists.

Recommendation (Sl. No. 20, Para No. 2.65)

The Government of India asked the Government of North-Eastern States to identify four places each for integrated development of tourism infrastructure. The Committee note that except Manipur all the other North-Eastern States have identified the places for the purpose. However, no specific funds have been earmarked in the budget provisions of the Department of Tourism (Govt. of India) for development of these identified places. Only during the regular interections with the State Governments, the States come up with proposals for prioritisation of projects which give an indication of the probable projects which can be taken up during the year and approximate outlay which could be involved. The Committee are also informed that only Assam State Development of Tourism in their specified areas and which since have been sanctioned. The Committee express their deep concern ever the slow pace of approval of tourism proposals and sanction of financial assistance by the Central Government. They are constrained to note that except Assam no other North-Eastern State has submitted proposals for development of tourism in their specified areas. The Committee are of the view that the Central

Department of Tourism should emphasise the importance of integrated development of these identified places in the North-Eastern States during the interactions held with the State Governments for prioritisation of projects for a particular year so that the proposals for sanction of funds for integrated development of these identified places are finalised expeditiously. They also desire that other N.E. States be impressed upon to submit their proposals for prioritising the projects for sanctioning of funds expeditiously. They also suggest that separate funds should also be set aside, or in the alternative, preference may be accorded for development of special tourism areas and Island Tourism. The Committee hope that with the integrated development of these identified areas in North-Eastern States the tourism activities will get the desired boost in those areas.

Reply of Government

During a meeting held on 26th March, 1994 at Shillong, the Union Minister for Civil Aviation and Tourism requested the State Chief Ministers and Tourism Ministers of North-Eastern States to identify four places in their States for integrated development of tourism infrastructural facilities. Excepting State of Manipur, all other North-Eastern States identified the places which are listed below, State-wise:

ARUNACHAL PRADESH

1. Miao near Namdhapa
2. Passighat
3. Ziro
4. Bhalukpang

MIZORAM

1. Thenzawl
2. Tamdil
3. Berawtlang
4. Phawngpui
5. Chaltlang

MANIPUR

1. Sendra / Moirang
2. Loktak Lake Complex
3. Imphal Town and
4. Morchh Town on Indomyanmar Border

ASSAM

1. Kaziranga National Park
2. Manas Tiger Reserve
3. Rajiv Gandhi Wild Sanctuary, Orang
4. Guwahati
5. Sibsagar
6. Half long

MEGHALAYA

1. Balpakaram National Park
2. Umaim Lake
3. Mawsynram
4. Ranikor

NAGLAND

1. Zuku Valley, Dzulakic

TRIPURA

1. Rudrasagar
2. Dumboor
3. Unnakoti

Department of Tourism (Govt. of India) sanctioned the following projects / schemes in the places identified by North-Eastern States

Sl. No.	Name of the Project / Scheme	Year of Sanction	Amount Sanctioned
1	2	3	4
			(Rs. in lakhs)
ARUNACHAL PRADESH			
1.	Tourist lodge at Passighat	1991-92	24.00
2.	Tourist lodge at Ziro	1992-93	7.98
3.	Tourist lodge at Miao, Dabang	1993-94	4.65
4.	Tourist lodge at Bhalukpang	-do-	4.65
ASSAM			
Kaziranga National Park			
1.	Purchase of mini buses	1985-86	6.38
2.	Tourist lodge	1990-91	14.81
3.	Upgradation of tourist lodges	1991-92	4.20
4.	Tented accomodation	1993-94	14.77
Rajiv Gandhi Wild Ljfe Sanctuary, Orang			
5.	Tourist complex	1994-95	25.20
Guwahati			
6.	Upgradation of tourist facilities	1991-92	12.91
7.	Pilgrim cottages at Kamakhya	1992-93	27.09
8.	Tourist lodge at Thenzawl	1993-94	10.83
9.	Tourist complex at Half long	1994-95	27.79
10.	Tourist lodge at Tamdil	-do-	17.54
11.	Cafeteria with six huts at Aizwal	1991-92	23.09
12.	Tourist lodge at Chaltlang	1993-94	17.91
MEGHALAYA			
1.	Provision of water sports equipment at Umiam Lake	1985-86	48.03
NAGALAND			
1.	Tourist complex at Dzulak	1990-91	22.14
TRIPURA			
1.	Cafeteria-cum-tourist bunglow at Damdoor	1992-93	10.47
2.	Water sports equipment for Damdoor lake	1994-95	6.77
3.	Cafeteria near Unakoti Rock	-do-	4.40

*The projects / schemes sanctioned for North-Eastern States during the year
1994-95*

(Rs. in lakhs)

1	2	3
ASSAM		
1.	Tourist Complex at Half long	27.79
2.	Tourist Complex at Rajiv Gandhi Wild Life Sanctuary, Orang	25.20
		52.99
MANIPUR		
1.	Assistance for provision of publicity material	4.00
MIZORAM		
1.	Tourist complex at S	18.68
2.	Tourist lodge at Tamdil	17.54
3.	Para sailing	10.25
4.	Tented accommodation	5.02
5.	Purchase of trekking equipment	5.00
6.	Chapchar festival	3.60
7.	Purchase of water sports equipment for Tamdil Lake	7.16
		67.25
NAGALAND		
1.	Cafeteria at Mhallo Peseyie Lake	14.30
2.	Tourist lodge near shilloi Lake	8.72
3.	Assistance for production of publicity material	5.00
4.	Para sailing equipment	8.35
		36.43

1	2	3
TRIPURA		
1.	Tourist lodge at Pillak	4.40
2.	Cafeteria near Unnakoti Rock	4.40
3.	Hang gliding equipment	12.06
4.	Tented accommodation	18.98
5.	Water sports equipment for Damboor Lake	6.77
		46.61

Prioritisation of projects/schemes for central assistance for 1995-96

Based on the discussions with State Governments of North-Eastern States, the Central Department of Tourism has prioritised shelf of projects for an estimated cost of Rs. 661.00 lakhs for considering central assistance during 1995-96 as per the State-wise break-up given below :

Sl. No.	State	Estimated cost of projects (Rs. in Lakhs)
1.	Arunachal Pradesh	102.00
2.	Assam	105.00
3.	Manipur	125.28
4.	Meghalaya	100.00
5.	Mizoram	125.00
6.	Nagaland	60.00
7.	Tripura	94.00

Governments of North-Eastern States have been requested to send the specific proposals for development of tourism infrastructure in their States. The Central Department of Tourism is yet to receive the proposals from the respective State Governments in the North-Eastern region seeking central assistance during 1995-96.

Recommendation (Sl. No. 21, Para No. 2.66)

The Committee note that tourism in Meghalaya and other North-Eastern States is still in an infant stage and the pace of development in the tourism sector is very slow due to low budget, low priority, inadequate transport and communication facilities restricted area permit system, not active/keen interest taken by State Tourism authorities even in utilisation of Central

assistance earmarked for them and other local problems. The North-Eastern is well known for its scenic beauty and is home to rare animals and birds not found anywhere else. The Committee desire that Government should initiate special measures for development of tourism infrastructure including setting up of a special agency for undertaking developmental activities there to fully exploit the untapped tourism potential in the region which has potential for stimulating economic growth of the region.

Reply of Government

The observations made by the Committee have been noted for compliance. The Department of Tourism has formulated a plan for the development of tourism for North-Eastern States to tap the tourism potential of the region. On persuasion from Department of Tourism, the Ministry of Home Affairs has lifted RAP Regulations from Assam, Meghalaya and Tripura. This will help the growth of tourism to this area.

Recommendation (Sl. No. 22, Para No. 2.79)

The Committee find that the basic transportation network to the tourist destinations/circuits in remote and hilly areas are inadequate, inaccessible and the significant scope for improvement. The efforts of Department of Tourism so far in interacting with Railways, Ministry of Surface Transport and Department of Civil Aviation for improvement of transport infrastructure did not bear fruit. It has been pointed out that inadequate transport facilities have been serving as a deterrent to the growth of tourism in the country. They are alarmed at the complaints received from the foreign tourists about narrow roads, congested traffic with pollution etc. in some remote and hilly areas.

Reply of Government

Ministry of Railways have provided a network of train services connecting various destinations/circuits in the remote and hilly areas of the country, the details of which are indicated in Annexure II and III.

Similar information in regard to the services being provided by Indian Airlines is indicated in Annexure IV.

The recommendations of the Estimates Committee as contained in its 53rd Report have also been communicated to the Ministry of Railways, Civil Aviation and Surface Transport for necessary compliance.

Reply of the Department of Civil Aviation in regard to the above recommendation is

Department of Civil Aviation/Airports Authority of India are making constant efforts at improving the airport facilities in the N.E. States. Development of airports is very costly. Moreover, due to the hilly terrain there are operational constraints. With a view to provide adequate airlinks, scheduled airlines have to offer 10% of their capacity deployed on the trunk routes in this region and other inaccessible areas like J&K,

Andaman & Nicobar Islands. The North Eastern Council has also been regularly monitoring the development of airport facilities/airlinks. Recently, Itanagar has been linked four times a week to Dibrugarh and Guwahati by helicopter service.

A detailed statement on the development of airport facilities in the NE region is attached in Annexure V.

Recommendation (Sl. No. 23, Para No. 2.94)

The Committee note that since substantial investment is required to build tourism infrastructure in the country, private investment would go a long way in developing tourism in all the States including the remote and hilly areas where potential for development of tourism is even more pronounced. Entrepreneurs setting up tourism units are offered various incentives by the Central Government and State Governments, viz. sites at concessional rates, interest subsidy at 5% in case of 1,2 and 3 category hotels in remote and hilly areas. Income Tax deduction which have been made admissible at 50% instead of 30% and exemption from payment of expenditure tax for a period of 10 years for the hotels which have started functioning on or before 31st March, 1994. The Committee are informed that only two State Governments viz. Karnataka and Meghalaya have reduced luxury tax. According to a new item, Madhya Pradesh has decided to offer a special package of incentives for new tourism projects and expansion. These include complete exemption for luxury tax, sales tax and entertainment tax. The Committee desire that the Department of Tourism impress upon the other State Governments to offer similar type of incentives to make tourism industry more competitive in attracting private investment for tourism infrastructure.

Reply of Government

In addition to Tourism Finance Corporation of India, Industrial Finance Corporation of India, State Financial Corporation of India *vide* Notification No. 4. TH.II (2)/88 dated 1-08-95 State Industrial Development Corporations have been included for claiming the interest subsidy at the rate of 3 and 5% on loans granted to the approved Hotel Projects in 1,2,3 star category and Heritage Hotels in remote and hilly areas.

The issue relating to raising the ceiling of Expenditure Tax has been taken up with the Ministry of Finance. Hon'ble Minister of Civil Aviation & Tourism has written a letter to Finance Minister in this regard in the month of August, 1995. The extension of Section 80 IA(4) (iii) which expired in March, 94 and Section 80 IA (4) (iv) which expired in 1995 respectively, had been also taken up with the Ministry of Finance.

During the All India Tourism Ministers' conference held in Delhi in the month of August, 95 the Governments of Andhra Pradesh, Gujarat, Maharashtra and West Bengal have considered to reduce.

Recommendations (Sl. Nos. 25, 26, Para Nos. 2.99, 2.100)

The Committee note that in pursuance of the recommendation of National Development Council the Department of Tourism have accorded the status of an industry to the tourism sector with the sole objective of the development and growth of tourism. Consequent upon the above declaration 19 State Governments/UTs have since been accorded the status of an industry to the tourism sector. However, most of the States still have not declared tourism as an industry which shows that much importance is not being attached by these States to this sector which has tremendous potential for employment generation and development.

Expressing the satisfaction over declaring the tourism sector as an industry, the Committee cannot resist saying that this step should have been taken long ago. They would now like the Government to draw the attention of the remaining State Governments/UTs to the potential of employment and revenue that would be generated as a result of the growth of tourism and impress up on them to accord the status of an industry to tourism as early as possible.

Reply of Government

As on date, 22 States/UTs have declared Tourism as an Industry. The Remaining States were again urged in State Tourism Minister's Conference held on 5/6 August, 1995 to accord status of Industry to Tourism and a resolution to this effect was also adopted in the Conference.

Recommendation (Sl. No. 28, Para No. 2.114)

The Committee, therefore, recommed that Government should immediately start efforts to hard sell India through a creative and effective advertisement campaign so that awareness is generated among the people all over the world, specially in Asia, African and Latin American countries.

Reply of Government

Regarding efforts to hard sell India through effective advertisement campaign so that awareness is generated among the people all over the world, specially in Asia, Africa and Latin American countries, it may be stated that presently advertising campaigns are restricted to Europe, America, Middle East, South East Asia and Australasia. Since there is not enough potential in African and Latin American region, the publicity campaign in these areas is limited and also due to constraint of funds no advertising campaigns are organised in these areas.

Recommendation (Sl. No. 29, Para No. 2.118)

The Committee find that tourism has already emerged as an important segment of Indian economy and has been recognised as an instrument for generating employment opportunities with significant linkages with several other sectors of the economy. A welcome feat of the development of tourism is that the labour/capital ratio is more favourable in the case of

tourism than many other industries. The Committee, therefore, urge the Government to develop tourism in remote and hilly areas at an accelerated pace so that employment opportunities to local youth in the countryside are also generated with its multiplier effect.

Reply of Government

It is a welcome observation made by the Committee.

Recommendation (Sl. No. 30, Para No. 2.122)

The Committee note that the progress of infrastructural development for tourism of plan projects sanctioned by the Centre is monitored by the Department of Tourism through interaction with respective State Government officials field inspections and Minister level meeting, etc. As the proposed Monitoring and Evaluation Cell would make monitoring the progress of Centrally assisted tourism projects effective, the Committee expect that such a cell would be set up early.

Reply of Government

It is a welcome observation made by Hon. Committee.

Recommendation (Sl. No. 31, Para No. 3.23)

The Committee are informed that the Planning Commission has approved a Plan Budget of Rs. 92.00 crores for the Department of Tourism for the year 1995-96, as against projected requirements of Rs. 126.60 crores. They find that approved plan budget for Department of Tourism is Rs. 81 lakh less than the current years budget of Rs. 92.81 crores. Taking into account rate of inflation during 1994-95 at 11.41 percent, there has been decline (in real terms) of more than 11 percent in the Plan budget for the Department of Tourism during 1995-96.

Reply of Government

The Department of Tourism has already requested the Planning Commission and ministry of Finance for alloction of Revised Estimates 1995-96 by an addition amount of Rs. 8.70 crores for the year 1995-96.

Recommendations (Sl. Nos. 32, 33, Para Nos. 3.24, 3.25)

The Committee note that the provision under the head 'Tourism Infrastructure' was of the order of Rs. 13.56 crores in the year 1993-94. It is unfortunate that there have been lower budgetary allocations in the succeeding years under this head of the Department of Tourism i.e., Rs. 12.26 crores (RE) in 1994-95 and Rs. 12.76 crores (BE) for the year 1995-96. The Committee feel that in order to develop new tourism destinations in remote and hilly areas, there is a need for adequate investment with a long gestation period to develop infrastructure. They are of the view that Rs. 13.50 crores to invest in infrastructure is meagre sum compared to the expectation about earnings from developing tourist generating destinations in remote and hilly areas. The Committee desire the Department of Tourism to again approach the Planning Commission

for increase in budgetary allocation further for infrastructural development as part of this forms the very foundation for development of tourism in remote and hilly areas.

They would like to be informed about the positive efforts made by the Department of Tourism in that direction. All over the country there is considerable scope for improvement in the infrastructure for the tourism sector. In order to ensure that tourism becomes a major economic activity in India and that the country achieve a rightful share in the international tourism, it is imperative that the Department of Tourism assumes a bigger role in the infrastructure development of tourism supported by matching budgetary allocation.

Reply of Government

The Department of Tourism has formulated proposals for 95-96 with thrust on development of Tourism infrastructure facility impressed upon Planning Commission to allocate higher budgetary provision to the extent of Rs. 35.85 crores as against Rs. 13.56 crores in 95-96. The approval of Planning Commission is awaited.

Recommendation (Sl. No. 34, Para No. 3.26)

The Committee note with concern that no separate allocation is being made in the budget for the development of remote and hilly areas. The Committee, however, desire that the Department of Tourism while prioritising tourism schemes of State Governments for sanction of central assistance should give preference to tourism projects in remote and hilly areas and that a portion of funds exclusively for development of tourism in remote and hilly areas should be earmarked in the budgetary provisions of the Department of Tourism.

Reply of Government

The Department of Tourism is giving considerable importance for development of Adventure Tourism and hills research in remote and hilly areas of the country. The North East States are also being persuaded to develop tourism facilities in their respective states particularly hilly areas. Since most of the delivery systems like land, roads, water supply, electricity amenities etc. and control systems like law and order and regulations are within the purview of State Governments, the Ministry of Tourism has taken these issues up with the Chief Secretaries to make priority allocation of funds for Tourism Development.

Recommendation (Sl. No. 36, Para No. 3.28)

The Committee note that presently foreign tourist arrivals in India is only about 0.4% of the total foreign tourist movement all over the world. It is saddening to note that it has further declined to 0.35%. In order to increase India's share in world tourism and to attain 1% within the next five years as envisaged in the National Action Plan for

Tourism, it is imperative that the development of infrastructure in tourism should be of world-class.

Reply of Government

Tourism has been declared as priority sector for foreign investment and it is expected that quality of tourism infrastructure will improve with the flow of funds from foreign investors.

Recommendation (Sl. No. 37, Para No. 3.48)

The Committee note that the Department of Tourism, Government of India, does not on its own undertake an activity for development of areas for tourism. It considers extending financial assistance to the State Governments for creation of infrastructure facilities etc. on the basis of prioritised proposals received from the concerned State Governments/UTs. The Committee are informed that inspite of repeated requests, if State Governments do not respond, the Government of India cannot directly take any steps for development of destinations circuits for Special Tourism Areas since development of such places is primarily the responsibility of the State Government.

Reply of Government

It is an observation made by the Hon'ble Committee.

Recommendation (Sl. No. 38, Para No. 3.49)

The Committee find that despite the prioritisation of various projects during a particular financial year by respective State Government for sanction, the funds allocated to some States remain unutilised at the end of the year. According to the Department of Tourism, these funds are not allowed to remain unutilised as they are diverted to other States so that the entire outlay is utilised every year. The Committee deprecate this tendency of diverting funds allocated to a particular State being allowed to be utilised by other States. In their opinion, it may so happen that the funds, earmarked for a lesser developed and backward State lacking in expertise and necessary initiative may be transferred to more resourceful States. They are afraid, that, this may lead to unharmonised growth in development of tourism in all parts of the country and perpetrate under development in less developed States. The Committee therefore, strongly recommend that the funds allocated for a particular year, to State, which remain unutilised in that year should not be diverted to any other State. In connection, the Committee would recommend that concerted and strenuous efforts be made by the Department of Tourism by actively pursuing the matter with the concerned State Government and holding quarterly meetings whenever necessary at the Secretary's level to ensure sanction of funds to the States for whom these have been earmarked. The Department of Tourism should revamp their system and procedure to ensure that the States are meted out just and fair treatment by the Union Government and that they are not deprived of due share of scarce

national resources for their developmental schemes in tourism on which they may not be aware of the latest benefits such States should also be provided requisite expertise and guidance in the formulation of specific proposals for development of tourism. The Committee would like to be apprised of the remedial measures taken in this regard.

Reply of Government

Projects for central assistance are prioritised on the basis of specific concept plans prepared by the State Governments which are discussed in detail with the officers of DOT. The State Govt. officers are invariably given proper guidance and technical advise at the time of discussion for the preparation of detailed project proposals. They can also utilise the services of CPWD and other Central Government agencies in the preparation of projects. The State Governments are also welcome to seek clarification and advise from the officers of Central Department of Tourism as and when required.

New guidelines have been issued for submitting projects which are more flexible and encompasses more categories of projects.

Recommendation (Sl. No. 39, Para No. 4.31)

The Committee note that remote areas which are very difficult to reach became uneconomic route for the airlines and that they do not desire to run operations on these routes. They view with concern that most of the tourist destinations, being developed in a remote and hilly areas would fall in this category and that air-transportation services may become the main hindering factor in development of tourist areas. The Committee appreciate that the Government is conscious of need of air transport services to remote and inaccessible areas to bring them into the main stream of national life. All schedule airlines have been asked that half of their flights should run on branch lines which cover uneconomic routes also. The Committee recommend that while approving schedule airlines to operate on trunk routes and branch lines, it should be made obligatory to them to operate their flights to some of the remote and hilly areas, where facilities exist for promotion of tourism in those areas. The feasibility of helicopter service to these areas including certain stations in Himachal Pradesh where Vayudoot service have been withdrawn should also be examined by the Deptt. of Civil Aviation.

Reply of Government

The recommendations of Committee have been forwarded to Deptt. of Civil Aviation for necessary compliance and comments.

Reply of the Department of Civil Aviation in regard to the above recommendation is:

Observations of the Committee have been noted.

Guidelines already exist for scheduled airlines to deploy a minimum

percentage of the capacity deployed on trunk routes in hilly and inaccessible regions. A beginning has been made in commencing helicopter services on subsidised basis to connect Itanagar (Capital of Arunachal Pradesh) with Guwahati and Dibrugarh by Pawan Hans Ltd. Govt. of Himachal Pradesh has entered into an agreement with a private operator for providing helicopter services in the State.

Recommendation (Sl. No. 40, Para No. 4.41)

“The Committee view that although economic viability is definitely one of the major criteria for construction of an airport yet the socio-economic aspects cannot be overlooked, especially in case of a developing country like India. They also lay emphasis on the fact that construction of an airport at new destination for development of tourism potential in remote and hilly areas may not necessarily be economically viable as these areas may be inaccessible. They were apprised that earlier Government used to provide budgetary support for such projects, but have been discontinued now. The Committee desire reconsideration of budgetary support for construction of airports in remote/hilly areas and in islands near the tourist generating destinations, which are being kept in abeyance due to financial support.”

Reply of Government

The Government is fully conscious of the need of bringing the remote, inaccessible and Hilly Areas into the mainstream of national life. It is the constant endeavour of the Government to provide Airlink to these areas to the extent possible. National Airports Authority have proposals for the construction/upgradation of aerodromes suitable for operation of small Aircraft at Kargil, Kishtwar and Rajouri in J&K State. National Airports Authority also has a proposal to construct an Airport -at Tura in Meghalaya.

The recommendations of the Committee have also been forwarded to Department of Civil Aviation for necessary compliance and comment.

Reply of the Department of Civil Aviation in regard to the above recommendation is:

Observations of the Committee will be brought to the notice of Ministry of Finance/Planning Commission. However, so far as 1995-96 is concerned, Planning Commission has provided Rs. 30 crores for the following four projects.

- (i) Extension of Runway at Guwahati Airport.
- (ii) Construction of airport at Androth (Lakshadweep Island).
- (iii) Electric & Civil Works at Agartala, Jorhat, Tezpur for navigational aids.
- (iv) The extension of runway at Jammu and construction of runway at Kargil.

Recommendation (Sl. No. 41, Para No. 4.49)

The Committee would like to express their happiness about the liberalised policies of the Government in permitting private airlines to operate. Under the Air Taxi Guidelines, air taxi operators are free to make operations on 93 aerodromes which include aerodrome in the North East and remote and hilly areas. Under the guidelines laid down by the Department of Civil Aviation the permission is granted to operate on remunerative routes as well as on other routes based on 100.50.10.1. That is if they are planning 100 flights on the trunk routes, they have to have 50 flights on the branch lines, 10 flights to the North East, Jammu and Kashmir, Andamans and Lakshadweep and one percent of these flight intensively in these areas. However, the Committee would like the Department of Civil Aviation to ensure that the operation of the scheduled airlines in remunerative routes *vis-a-vis* other routes are adhered to in letter and spirit and that there is no slippage in respect of other routes.

Reply of Government

The recommendations of the Committee have been conveyed to the Department of Civil Aviation for necessary compliance and comments.

Reply of the Department of Civil Aviation in regard to the above recommendation is:

According to information available, Indian Airlines has deployed 14.7% of their capacity, deployed on trunk routes in the NE region. According to the latest winter schedule for all operators published by Directorate General of Civil Aviation, the following stations in the North East have scheduled air services as per details below:—

Station	Connected by
1. Agartala	Indian Airlines, NEPC, Vayudoot Modi Luft
2. Aizawal	Vayudoot
3. Dibrugarh	Indian Airlines, NEPC, Vayudoot, East-West Airways.
4. Guwahati	Indian Airlines, ModiLuft, Vayudoot, NEPC, Jet Airways, East-West Airways.
5. Imphal	Indian Airlines, NEPC.
6. Jorhat	Indian Airlines, NEPC, Vayudoot.
7. Lilabari	NEPC, Vayudoot.
8. Silchar	Indian Airlines, NEPC, Vayudoot.
9. Tezpur	Indian Airlines, NEPC, Vayudoot.
10. Shillong	NEPC, Vayudoot.
11. Dimapur	Indian Airlines, NEPC.

Due to shortage of aircraft/crew, it is possible that some flights have

not been operating on regular basis. However, the above list shows that points in the North East have been airlinked both by Indian Airlines and Private Airlines.

CHAPTER III

RECOMMENDATIONS/OBSERVATIONS WHICH THE COMMITTEE DO NOT DESIRE TO PURSUE IN VIEW OF GOVERNMENT'S REPLIES

Recommendation (Sl. No. 27, Para No. 2.113)

The Committee appreciate the efforts being made by the Department of Tourism in regard to publicising tourism in India and abroad. They are happy about changing the whole concept of marketing India as a 'specific destination' instead of 'generalised destination', thereby changing the strategy to concentrate on specified circuits/destinations in overseas publicity programme. The emphasis is now on direct promotion by way of going directly to the consumer. The Government also propose to intensify the promotion of remote and hilly areas through advertising both in print and electronic media, distribution of publicity material, extending support to tour operators/travel agents, through fairs and festivals through direct mailing and through posters, films, audiovisuals and multi vision presentations. The Committee, however, feel that most important problem faced by the industry is that the Government is unable to reap the fruits of the revolutionary changes taking place in satellite communication network throughout the world. They are of the opinion that the Department of Tourism should make use of the vast opportunities thrown open by the modern satellite system network to promote the image of India in the international arena as 'destination India', especially the 'Lesser known destinations' in remote and hilly areas being developed as tourist destinations. The Committee is hopeful that in the process, curiosity on India will be generated.

Reply of Government

The Department of Tourism through the network of its overseas tourist offices promotes tourism from different regions to India. One of the major activities for promotion of tourism concerns advertising various tourist destinations both in local print as well as electronic media. Presently, the strategy to market India concentrates on specific destinations in the overseas publicity programme, the emphasis being on direct promotion by way of going to the consumer. This is done through participation in the consumer fairs as also directing the message to the consumer.

Due to budgetary constraints, it is, however, not possible to use electronic media extensively. As and when the additional funds are available, steps will be taken through our overseas tourist offices to use electronic media extensively.

Recommendation (Sl. No. 42, Para No. 4.50)

The Committee desire the Government to ensure that airflights to various destinations in remote and hilly areas and in Islands should be done in a planned manner in consultation with the tour operators in the interest of tourism promotion. They are hopeful that Government would undertake sustained efforts in persuading Indian Airlines, Vayudoot and private operators to participate and contribute to development of air linkages to various remote and hilly areas from the view point of augmenting tourist arrivals.

Reply of Government

The recommendations of the Committee have been forwarded to the Department of Civil Aviation for necessary compliance and comments.

Reply of the Department of Civil Aviation in regard to the above recommendation is:

Observations of the Committee have been noted. However, it has to be mentioned that Indian Airlines is facing acute shortage of aircraft and Flying Crew and therefore not in a position to expand its operations in the North-East; Vayudoot has virtually ceased to operate and it will take considerable time before its operations could be resumed in the region. So far as private scheduled airlines are concerned, it is for the operator to decide on the points of operation. Keeping in view the operational constraints and economic viability of the route.

CHAPTER IV

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

Recommendation (Sl. No. 8, Para No. 2.38)

The Committee would rather recommend a very active role for the Department of Tourism to set up separate Joint Task Force with respective State Governments in the Himalayan Ranges for identification of facilities and amenities needed for tourists in the regions and the Central assistance required for their development, instead of awaiting proposals from these States.

Reply of Government

The Department of Tourism welcomes the observation of the Committee and will examine the possibilities of setting up Joint Task Force with the Himalayan States to identify facilities and amenities in this region. As of today the State Governments along with the Centre are taking up measures to set up adventure sports activities in the Himalayan regions. The States are also formulating Master Plans which will identify facilities required for tourists and will also examine the broader aspects of employment generation and development of the Himalayan regions.

Recommendation (Sl. No. 35, Para No. 3.27)

There is no five year perspective plan drawn up by the Department of Tourism for development of tourism in remote and hilly areas specifically. The Committee are happy to note that all the State Govts. have been requested to draw a master plan for the development of tourism in their respective States including remote and hilly areas to enable the Central Govt. to have a comprehensive picture of the entire country Statewise.

Reply of Government

Preparation of master plan for Assam is in progress and plans for other North East States have also been asked by the Planning Commission to prepare Master Plans.

CHAPTER V

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

Recommendation (Sl. No. 24, Para No. 2.95)

Since most of the projects in Special Tourism Areas remain to be developed and offered incentives for their early set up. The Committee urged the Central Government that this deduction for granting exemption from payment of expenditure tax for 10 years should be extended to the hotels which start functioning after 31st March, 94 specially in remote and hilly areas. The Committee also desire that Central Department of Tourism should examine the need for extending 100% income tax exemption for a period of five years to hotel industry in newly identified remote and hilly areas for promotion and development of tourism.

Reply of Government

The issue for exemption of expenditure tax for hotels being set up in the specified tourism areas is being taken up separately with the Ministry of Finance.

NEW DELHI;

February , 1996
~~Phalgun~~ , 1917(s)

S.B. SIDNAL
Chairman
Estimates Committee

Sl. No.	States	Projects	Year	Amount sanctioned
1	2	3	4	5
(Rs. in Lakh)				
1.	Assam	—Pilgrim Cottages at Kamakhya	1992-93	27.09
2.	Bihar	— Tourist Reception Centre at Bodhgaya	-do-	20.55
		— Yatrika at Patna Saheb	1993-94	21.93
3.	Himachal Pradesh	— Const. of Tourist Lodge at Poonta Saheb	-do-	27.11
4.	Jammu and Kashmjr	— Pilgrim Sheds at Katra	1992-93	18.75
		— Tourist Complex at Katra	-do-	15.98
		— Yatri Niwas at Bhawan	-do-	45.00
		— Tented Accommodation at Mata Vaishnodevi	-do-	10.38
5.	Karnataka	— Construction of Yatri Niwas at Sringeri	-do-	46.05
		— Construction of Sulabh Sochayalya at Gulberga	-do-	2.58
		— Yatri Niwas at Gulberga	1994-95	49.06
6.	Kerala	— Tourist Lodge at Guruvayur	1992-93	49.50
7.	Madhya Pradesh	— Pilgrim Sheds and Public facilities at Ujjain	1992-93	4.66
8.	Tamilnadu	— Yatri Niwas at Rameshwaram.	-do-	44.70
9.	Rajasthan	— Yatrika at Ajmer	1991-92	26.99
		1. Pilgrim Sheds at Vishram Sthali, Ajmer	1992-93	
		a) Raen Basera		10.28
		b) Pucca Structure		24.38
		2. Public Conveniences at Vishram Sthali		8.48

Facilities for tourists on Northeast Frontier Railway

The following facilities are provided by the Northeast Frontier Railways for the tourists:—

(i) *Trains Connecting Places of Tourist Interest*

Indian Railway are providing train services connecting important rail heads in different parts of the country to the North Eastern Region places of tourist interest as under:—

- (a) **DARJEELING**
 Serving Rail head : New Jalpaiguri
 Distance : 88 kms.
 Connecting Trains
 — From Delhi : 5622 Northeast Express
 2424 Rajdhani Express Weekly
 6510 A.A. Express
 4056 Brahmaputra Mail
 — From Calcutta : 5659 Kamrup Express
 5657 Kanchanjunga Express
 3148 Darjeeling Mail
 3141 Teesta Torsha Express
 — From Bombay : 5645 Dadar Guwahati Express
 (Bi-Weekly)
 — From South : 6321 Trivandrum Express (Weekly)
 6313 Cochin Express (Weekly)
 6519 Bangalore Express (Weekly)
 From Jammu Tawi : 5652 Lohit Express
 (Weekly)
- (b) **KAZIRANGA**
 Serving Rail head : (i) Jorhat
 (ii) Mariani Jn.
 Distance : 97 kms. from Jorhat and
 115 kms. from Mariani Jn.
- (All tourists have to undergo transshipment from BG to MG at Lumding Jn—the break of gauge point.)
- Connecting trains
 — From Lumding : 5907 Brahmaputra Assam Mail
 5905 Kamrup Express
- (c) **MANAS:**
 Serving Rail head : Barpeta Road
 Distance : 40 kms.
 Connecting Trains
 — From Delhi Side : 5610 A.A. Express
 4056 Brahmaputra Mail
 — From Calcutta Side : 5659 Kamrup Express
 5657 Kanchanjunga Express
 — From Bombay Side : 5645 Dadar Guwahati Express
 (Bi-Weekly)
 — From South Side : 6321 Trivandrum Exp. (Weekly)
 6313 Cochin Exp. (Weekly)
 6519 Bangalore Exp. (Weekly)

1	2	3
(d)	SHILLONG	
	Serving Rail head	: Guwahati
	Distance	: 103 kms.
	Connecting trains	
	— From Delhi Side	: 5622 Northeast Express 2424 Rajdhani Exp. (Weekly) 5610 A.A. Express 4056 Brahmaputra Mail
	— From Calcutta Side	: 5657 Kanchanjangha Exp. 5659 Kamrup Exp.
	— From Bombay Side	: 5645 Dadar Guwahati Exp. (Bi-weekly)
	— From South Side	: 6321 Trivandrum Exp. (Weekly) 6313 Cochin Exp. (Weekly) 6519 Bangalore Exp. (Weekly)
	— From Jammu Tawi	: 5652 Lohit Exp. (Weekly)
(e)	JALDAPARA	
	Serving Rail head	: (i) Hasimara (ii) New Alipurduar
	Distance	: 10 Kms. from Hasimara
	Connecting trains	
	— From Bihar Side	: 5716 Narkatiya Ganj—Tezpur Exp.
	— From Delhi Side	: 5622 UP Northeast Exp. 5610 A.A. Exp. 4056 Brahmaputra Mail
	— From Calcutta Side	: 5659 Kamrup Express 5657 Kanchanjangha Express 5141 Teesta-Torsha Express
	— From Bombay Side	: 5645 Dadar-Guwahati Express (Bi-Weekly)
	— From Southern India Side	: 6321 Trivandrum Exp. (Weekly) 6313 Cochin Exp. (Weekly) 6519 Bangalore Express (Weekly)
	— From Jammu Tawi	: 5652 Lohit Express (Weekly)
(f)	KALIMPONG	
	Serving Rail head	: New Jalpaiguri
	Distance	: 69 kms.
	Connecting trains	: From Delhi side From Calcutta side From Bombay side From Southern side From Jammu side
	same as indicated against item(a) above.	

(ii) Special Tourist Train on Buddhist Circuit

Indian Railways have designed a special 2701 kms. long tourist circuit to cover places of Buddhist importance on which a Palace-on-wheels type tourist train will operate. Its itinerary will include Calcutta-Gaya (Rajgir-Nalanda)-Varanasi (Sarnath) Gorakhpur (Lumbini-Kushinagar)-Bhubaneswar-Puri-Calcutta.

Bids were recently invited (upto 25th July, 94) from private sector tourist train operators for ownership, marketing and management of these trains. Bids have been received and are being evaluated by a Tender Committee. Subject to suitability of bids, it is expected that the above train would be introduced by the end of 1995.

(iii) Standard Circular Journey Tickets

Northeast Frontier Railway have sponsored 29 Standard Circular Journey tickets from 10 stations of N.F. Railway namely—Guwahati-6 (2) Siliguri Jn.—4 Dharmanagar 2 (4) Dimapur—2 (5) Tinsukia Jn.-2 (6) Dibrugarh Town-2 (7) New Bongaigaon-2 (8) Katihar Jn.-3 (9) Silchar-2 (10) Alipurduar Jn.-4

(iv) New Trains Introduced on N.F. Railway

To meet the requirements of tourists and the general public, the following new trains have been introduced on N.F. Railway with effect from 1st July, 94:—

- (a) New Delhi —Guwahati Rajdhani Express
(Weekly Service)
- (b) Sealdah — Katihar Express
- (c) The frequency of 3141/3142 — Teesta-Torsha Express has been increased from 3 days to six days a week.

(v) Reservation Quota for foreign Tourists

Reservation quotas have been earmarked for the foreign tourists by the trains and classes as indicated below:—

Train No.	1st A.C.	2-Tier A.C.	3-Tier AC	AC Chair	Sleeper
2423 DN Rajdhani Express	—	2	4	5	—
3144 DN Darjeeling Mail	—	2	—	—	—

N.F. Railway can consider giving quota in various other trains also but unfortunately, there is no demand for the same. The lack of demand may be attributed to the restrictions prevalent at present in the northeast Region.

(vi) Rail Week-Enders

For the first time in the country, the concept of Week-ender Holidays has been introduced by Indian Railways for both domestic and foreign tourists. The Scheme facilities tourists to avail a week-end of holiday at a nearby tourist destination, accessible by a convenient overnight train, commencing the journey on a Friday evening and returning to the place of

residence on Monday morning with all ground arrangements at destination station being provided by the concerned State Tourism Corporation. This scheme is also being launched in the North Eastern Region. The N.F. Railway has held detailed discussions with the State Tourism Development Corporations for induction of Week-end Package Tours on following circuits:—

(i) Guwahati-Haflong-Jatinga-Guwahati

(ii) Guwahati-Halukpong-Tipi-Guwahati

As soon as the State Tourism Corporation convey their concurrence to the proposed scheme, the package tours will be launched.

(vii) Scheme of Railway Hotels

Indian Railways have formulated a plan to provide land for setting up a chain of Railway Hotels on 'Build and Operate' basis at stations of tourists importance. On the N.F Railway, Barpeta Road, Darjeeling and Guwahati Railway stations have been identified for construction of Railway Hotels.

Facilities for tourists on North Eastern Railway

North-Eastern Railway concepts some of the important religious historical and pilgrim places which are visited by local and foreign tourists. These are:

- | | |
|--------------------------------------|-----------------------------------------|
| (1) Lumbini | (2) Kushinagar |
| (3) Kapilavastu | (4) Pashupati Nath served via Gorakhpur |
| (5) Mathura | (6) Virndavan |
| (7) Agra | (8) Varanasi |
| (9) Allahabad | (10) Ayodhya (Katra) |
| (11) Vindyalchal (Madhosingh) | |
| (12) Raxual | |
| (13) Kumaon Hill (Kathgodam Station) | |

To promote local and foreign tourism, a number of steps have been taken to improve the rail services.

Extension of Train

- (1) 3019/3020 Gorakhpur—Howrah Express has been extended upto Kathgodam to serve Kumaon Region.
- (2) 5087/5088 Gorakhpur—Jammu Tawi Express has been extended upto Barauni to facilitate pilgrims of Bihar and Uttar Pradesh to visit Jammu Tawi for “Mata Vaishno Devi” and “Amar Nath” Temples.
- (3) Anandnagar—Nautanwa Shuttle Service has been extended upto Gorakhpur to enable local and foreign tourists to visit Kapilavastu, Pashupati Nath Temple in Nepal.
- (4) 5003/5004 Chauri-Chauri Express has been directed to run on N.F. Railway to enable pilgrims to visit Sarnath, Varanasi, Allahabad, Vindyalchal via Madhosingh Station.
- (5) 5012/5011 Gorakhpur—Cochin—Rapti Sagar Express has been made four days in a week to provide quick and direct train services from South India.

New Trains Introduced on N.E. Railway

The following new trains have been introduced on N.E. Railway w.e.f. 1.7.1994.

- (a) A bi-weekly express between Delhi-Samstipur.
- (b) A bi-weekly express between Delhi-Mazaffarpur.
- (c) A daily Express between Delhi and Kathgodam.

Reservation Quota for Foreign Tourists

	<u>A.C. Sleeper</u>	<u>Sleeper Class</u>
2553 UP Vaishali Express	2 Berths	4 Berths
1016 UP Kushinagar Express		2 Berths

Standard Circular Journey Tickets

North Eastern Railway have sponsored 34 standard circular journey tickets from 8 stations of N.E. Railway namely—Gorakhpur—6 (2) Samastipur—6 (3) Muzaffarpur—5 (4) Hazipur—3 (5) Darjeeling—2 (6) Payagpur—1 (7) Raxaul—1 (8) Nautanwa—1. A Circular Journey Ticket enables a tourist to see a number of places on fixed itinerary.

These 34 Standard Circular Journey tickets covers a number of places of tourist interest all over India and are issued directly from the stations without any authority letter from the Head Quarter Office.

Indrail Passes

The facility of Indrail Pass is provided at Gorakhpur Station. These passes are issued to foreign nationals and NRIs against payment in US \$ and Pound Sterling. It entitles the holder to travel as they like from any point to any point in a class it is issued for.

Rail Week-ENDER

On the N.E. Railway two Weekend packages have been planned.

- (a) Delhi—Bareilly—Delhi
- (b) Delhi—Nainital—Delhi

Scheme of 100 Hotels

On the North Eastern Railway · Stations viz. Balrampur (2) Gorakhpur (3) Naugarh (4) Rajgir (5) Raxaul (6) Sarnath (7) Kathgodam have been identified for construction of Railway Hotels.

Indian Airline Services to Jammu & Kashmir

FLIGHT NO.	ROUTE
SRINAGAR	
IC-827	Delhi-Srinagar
IC-828	Srinagar-Delhi
IC-823	Delhi-Amritsar-Srinagar
IC-824	Srinagar-Amritsar-Delhi
IC-821/822	Delhi-Jammu-Srinagar/return
IC-429/430	Srinagar-Leh-Srinagar

LEH

IC-829/830	Delhi-Leh-Delhi
IC-481/482	Delhi-Leh-Delhi
IC-825/826	Delhi-Jammu-Leh/return
IC-483/484	Chandigarh-Leh-Chandigarh
IC-429/430	Srinagar-Leh-Srinagar

Indian Airlines Services to North East Station

FLIGHT NO.	ROUTE
AGARTALA	
IC-741/742	Calcutta/Agartala/Calcutta
IC-743/744	Calcutta/Agartala/Calcutta
IC-705/706	Guwahati/Agartala/Guwahati
DIBRUGARH	
IC-701/702	Calcutta/Guwahati/Dibrugarh
IC-703/704	Calcutta/Guwahati/Dibrugarh & RT
DIMAPUR	
IC-257/258	Calcutta/Guwahati/Dimapur & RT
IMPHAL	
IC-707/708	Calcutta/Guwahati/Imphal & RT
IC-253/254	Calcutta/Silchar/Imphal & RT
IC-255/256	Calcutta/Silchar/Imphal & RT
JORHAT	
IC-213	Calcutta/Tezpur/Jorhat/Calcutta
TEZPUR	
IC-213	Calcutta/Tezpur/Jorhat/Calcutta
SILCHAR	
IC-253/254	Calcutta/Silchar/Imphal & RT
IC-255/256	Calcutta/Silchar/Imphal & RT
IC-211/212	Calcutta/Guwahati/Silchar & RT
IC-259/260	Calcutta/Silchar/Calcutta

FLIGHT NO.**ROUTE****IC-707/708****Calcutta/Guwahati/Imphal & RT****IC-703/704****Calcutta/Guwahati/Dibrugarh & RT****IC-711/712****Calcutta/Guwahati/Calcutta****IC-705/706****Guwahati/Agartala/Guwahati****IC-879****Delhi/Bagdogra/Guwahati/Delhi****IC-889/890****Delhi/Guwahati/Delhi****IC-229/230****Calcutta/Guwahati/Calcutta****IC-211/212****Calcutta/Guwahati/Silchar & RT**

Arunachal Pradesh

Small airports in the Arunachal Pradesh namely Along, Daparizo, Ziro, Passighat and Tezu will be renovated suitably for operation of D-228 class of aircraft, though some of the airports are fit for operation as present, as and when request is received from Airline Operators to air link above places.

North Lakhimpur (Lilabari) in Assam nearest to Itanagar is being developed for B-737 operations to meet the requirement of Itanagar. The work is being awarded shortly.

Assam

Guwahati Airport has all the landing and navigational aids. Radars (MSSR/ASR) have also been installed at the cost of Rs. 28.15 crores without budgetary support from North East Council and will be commissioned in January, 1996. Expansion/Modification of terminal building, work is in progress after completion, it will be suitable to handle 1500 passengers at a time.

Dibrugarh airport is also being upgraded for the comfort of passenger handling facilities.

A new civil enclave is being constructed at Tezpur for the convenient of passengers. The estimates are under preparation and work is expected to be taken up in 1996.

The existing terminal building at Silchar airport is also being modified and expanded for the comfort of passengers.

Manipur

The existing terminal building at Imphal airport is being expanded and modified. The estimate has been finalised and work is being awarded.

Meghalaya

A new airport is being constructed at Tura, suitable for D-228 class of aircraft by Airports Authority of India (NAD). The work will be started some time in Jan., 1996.

Mizoram

A new airport for B-737 operations at Lengpui is being undertaken by State Government of Mizoram with the technical consultancy from Airports Authority of India.

Nagaland

The runway at Dimapur Airport has been extended from 6000 to 7500 and new terminal building complex is under construction and likely to be completed by March, 1996.

APPENDIX I

(Vide Introduction of the Report)

Analysis of Action Taken by Government on the 53rd Report of Estimates Committee (Tenth Lok Sabha)

I. Total number of recommendations	42
II. Recommendations/Observations which have accepted by Government (Nos. 1, 2, 3, 4, 5, 6, 7, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 25, 26, 28, 29, 30, 31, 32, 33, 34, 36, 37, 38, 39, 40 and 41)	
Total	37
Percentage	88.1%
III. Recommendations/Observations which the Committee do not desire to pursue in view of Government replies (Nos. 27 and 42)	
Total	2
Percentage	4.76%
IV. Recommendations/Observations in respect of which Government's replies have not been accepted by the Committee (Nos. 8 and 35)	
Total	2
Percentage	4.76%
V. Recommendations/Observations in respect of which final replies of Government are still awaited (No. 24)	
Total	1
Percentage	2.38%

MINUTES OF SITTING OF THE ESTIMATES COMMITTEE

(1995-96)

FOURTEENTH SITTING

The Committee sat on Friday, the 16th February, 1996 from 1200 to 1245 hours.

PRESENT

Shri S.B. Sidnal — *Chairman*

MEMBERS

2. Shri Anadi Charan Das
3. Shri Balin Kuli
4. Shri Suraj Mandal
5. Shri Bhubaneshwar Prasad Mehta
6. Shri C.P. Mudalagiriappa
7. Shri Ajoy Mukhopadhyay
8. Shri P.G. Narayanan
9. Shri Hari Kewal Prasad
10. Shri Sudarsan Raychaudhuri
11. Shri Dharmanna Mondayya Sadul
12. Shri Chattrapal Singh
13. Shri Chinmayanand Swami
14. Shri Braja Kishore Tripathy
15. Shri Bhawani Lal Verma
16. Maj. Gen. R.G. Williams
17. Shri Ram Sharan Yadav

SECRETARIAT

1. Shri K.L. Narang — *Deputy Secretary*
2. Shri Raj Shekhar Sharma — *Under Secretary*

2. The Committee considered their Draft Report on action taken by the Government on the recommendations contained in the 53rd Report (10th Lok Sabha) on the Ministry of Civil Aviation and Tourism—Development of Tourism and Civil Aviation in Remote and Hilly Areas and adopted the same with the following modification:—

Para 1.41 add a sub para

“They also desire the Government to examine the feasibility of subsidising the economy class, air fares of the airlines operating to the destinations in remote and hilly areas so as to attract the domestic as well as foreign tourists to these areas.”

2. The Committee authorised the Chairman to make verbal and other consequential changes arising out of the factual verification by the Ministry and present the same to the House.

The Committee then adjourned.