

“MASS TOURISM DEMANDS FOR INFRASTRUCTURE DEVELOPMENT IN INDIA”: ISSUES, PROSPECTS AND CHALLENGES TO PROMOTE WORLD HERITAGE SITES

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ABSTRACT

Accommodation, transport and facilities are key components of a major tourism destination. India has vast geographical area with 32 natural and cultural world heritage sites spread across the country. These heritage sites at different locations within the country connected through different mode of transportation and build various facilities for the tourist, and are provided essential amenities. Due to importance of world heritage sites, management of mass tourism and associated infrastructure development should be taken deeply into consideration. Mass tourism demand heavy consumption of tourism products and services with highly standardize quality of product. There are many challenges to develop tourism infrastructure around the World Heritage Sites in India. Today tourism is largest service industry in India, with a contribution of 6.23% to the national GDP and providing 8.78% of total employment. India witnesses more than 5 million annual foreign tourist arrivals and 562 million domestic tourism visitors. The Ministry of Tourism is the nodal agency for the development and promotion of tourism in India and maintains the “Incredible India” campaign. Various challenges and issue faced by the travel and tourism industry in India are lack of infrastructure, human resource, service qualities, marketing and promotion for the destinations, taxation structure for the tourism industry, security of visitors, and local and national regulatory issues.

KEYWORDS: Mass Tourism, World Heritage, Tourist, Mode of Transportation, Incredible India, Accommodation

INTRODUCTION

Among the many definitions of tourism, Theobald (1994) suggested that etymologically definition of word tourism, as word "tour" is derived from the Latin '*tornare*' and the Greek '*tornos*,' meaning '*a lathe or circle; the movement around a central point or axis.*' Its meaning changed in modern English understanding to represent 'one's turn.' The suffix as -ism is defined as 'an action or process; typical behavior or quality' whereas the suffix as -ist denotes one that performs a given action. When the word tour and the -ism and -ist are combined, they suggest the action of movement around a circle. Argument is that a circle represents a starting point of any journey, which ultimately returns back to its beginning point. Like a circle, a tour is also represents a journey that is a round trip, i.e., the act of leaving and then returning to the starting point, and therefore, one who takes such a journey can be called a tourist. Tourism infrastructure is ranging from devices to institutions constituting material and organizational basis for tourism development. It comprises four basic and important elements: accommodation facilities, food and beverage facilities, accompanying facilities and communication facilities.

The first organized as well conscious efforts to promote tourism in India were made in year 1945, when a committee was set up by the Government of India under the Chairmanship of Sir John Sargent, he then Educational

Adviser to the Government of India (Krishna, A.G., 1993). Thereafter, various fundamental and important development of tourism was taken up in a planned manner in 1956 coinciding in the Second Five Year Plan. This was a unique approach that has evolved from isolated planning of single unit facilities in the Second and Third Five Year Plans. The Sixth Five Year Plan marked the beginning of a new era when tourism being considered a major instrument for social integration and economic development. But it was only after the 80's that tourism activity gained momentum. The Government of India took several significant steps in regards with tourism development. A National Policy on tourism first time was announced in 1982. Later in year 1988, the National Committee on Tourism formulated a comprehensive plan for achieving a sustainable growth and development of tourism. In 1992, a National Action Plan was formulated and in 1996 the National Strategy for Promotion of Tourism was drafted with view of tourism industry opportunities. In year 1997, the *New Tourism Policy* has been recognizes the roles of Central and State governments, public sector undertakings and the private sector in the development of tourism. An approach the need for involvement of Panchayati Raj institutions, local bodies, non-governmental organizations and the local youth in the creation of tourism facilities has also been recognized by Government.

From the very inception of life, travel has been fascinating the man. Tourism was important social activities of human beings from time immemorial. To explore new places of tourism worth within one's own country or outside and seek a change for daily environment has been experienced from ancient times. Tourism as we know it today is distinctly a twentieth century phenomena that involves many other industry for various facilities and services.

It is supposed that the advent of mass tourism phenomenon began in England during the industrial revolution with the rise the income of the middle class families. The advent of the commercial airlines following World War II and the subsequent development of the jet aircraft in the year 1950s signaled the rapid growth and expansion of international travel from one's own country to others counties. Resulted into, international tourism became the concern of a number of world governments because it not only provided new employment opportunities, but it also produced a means of earning foreign exchange on which many countries economy based.

In Fact, tourism has become most rapidly growing industries in comparison of any other industry in world wide. The main cause of its growth is due to higher disposable incomes in middle class, increased leisure time and falling costs of travel and time of journey. As airports day by day become more enjoyable places to pass through and, international level travel agency services become increasingly automated.

The use of internet has fuelled the growth of the travel industry business by providing online booking facilities directly to customers. The facility of internet has also provided people with the power to explore various destinations and cultures from their home with computers and explore choices before finalizing travel plans of any corners of world. Because of its immense information resources, the internet allows tourists to select their best choice of hotels, check weather forecasts read up on local food & beverage, and even talk to other tourists who previously visited around the world about their travel experiences for a chosen destination. Internet enable to attract a foreign tourist every international destination must have something special in it to portray to the world. Destination attractions are important tool to the tourism industry because they are the stimulating force for tourism industry. Visitor attractions are classified into two categories, first Natural attractions which include everything from beaches to mountains and the second man made attractions. Natural and manmade attractions in the form of tourism infrastructure are important priority factors as per the

Travel and Tourism Competitiveness Index (TTCI) issued by World Economic Forum.

There are presently 1052 world heritage sites among them 814 cultural, 203 natural, and 35 mixed properties, in 165 states parties. World Heritage Committee has been divided countries into five geographic zones, Africa, Arab States, Asia and the Pacific, Europe and North America, and Latin America and the Caribbean. Italy has greatest number of World Heritage Sites in world with 51 sites, followed by China (50), Spain (45), France (42), Germany (41), India (35) and Mexico (34), UNESCO references each World Heritage Site with an identification number; however, new inscriptions often include previous sites now listed as part of larger descriptions. Out of these 35 sites, 27 sites are of cultural importance and the rest are natural sites. Most of the cultural sites in this list are ancient temples that are well known for their sculptures and architecture. Such beautiful carvings on the stones can be found only on the ancient buildings in India which needs to be preserved.

India is well known country for its lavish treatment to all visitors in terms of hospitality and services, no matter where they come from all over the world. Visitor friendly traditions in India, varied life styles and cultural and natural heritage and colorful fairs and festivals held abiding attractions for the tourists across the world. The other attractions include beautiful beaches, forests and wild life and landscapes for eco-tourism; snow, river and mountain peaks for adventure tourism; technological and science museums for science tourism; various centres of pilgrimage for spiritual tourism; heritage, trains hotels for heritage tourism. Yoga, ayurveda and natural health resorts and hill stations also attract tourists.

RESEARCH METHODOLOGY

The present study based on available secondary data collected from various books, magazines, journals, and published articles and from relevant websites from World Wide Web have been extensively referred. Most recent data obtained from different ministries web sites like ministry of tourism, ministry of road and transport, ministry of external affairs, ministry of aviation, ministry of railway, ministry of finance etc.

OBJECTIVE OF THE STUDY

- To understand mass tourism scope and importance of world heritage sites in tourism.
- To estimate infrastructural demands by tourism industry to provide better hospitality and services.
- To highlight various government initiatives regarding transport network and other facilities development for tourism industry.
- To forecast workforce requirement in the light of tourism development and changing taste of tourists to cope demands of high quality of tourism products.

World Heritage Sites and Tourism in India

UNESCO (United Nations Educational, Scientific and Cultural Organization) seeks to encourage the identification, protection and preservation of cultural and natural heritage around the world considered to be of outstanding value to humanity. This is embodied in an international treaty called the Convention concerning the Protection of the World Cultural and Natural Heritage, adopted by UNESCO in 1972. UNESCO's World Heritage mission is to:

- Encourage countries to sign the World Heritage Convention and to ensure the protection of their natural and cultural heritage;
- Encourage States Parties to the Convention to nominate sites within their national territory for inclusion on the World Heritage List;
- Encourage States Parties to establish management plans and set up reporting systems on the state of conservation of their World Heritage sites;
- Help States Parties safeguard World Heritage properties by providing technical assistance and professional training;
- Provide emergency assistance for World Heritage sites in immediate danger;
- Support States Parties' public awareness-building activities for World Heritage conservation;
- Encourage participation of the local population in the preservation of their cultural and natural heritage;
- Encourage international cooperation in the conservation of our world's cultural and natural heritage.

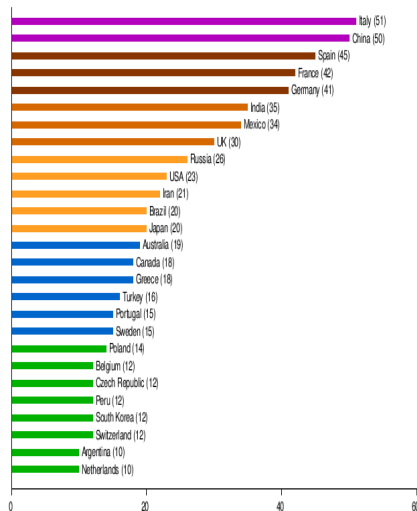


Figure 1



Figure 2

Table 1: List of World Heritage Sites in India

Sl No.	Cultural World Heritage	Year of Inscription	Nearest Railway Station/Airport	State	Nearest Place to Visit
1.	Agra Fort	1983	Agra cantt/ Agra airport	Uttar Pradesh	Fatehpur Sikri/ Tomb of Itimad-ud-Daulah/ Taj Mahal
2.	Ajanta Caves	1983	Aurangabad/ Aurangabad airport	Maharashtra	Daulatabad Fort/ Gishmeshwar Temple/ Ellora Caves/ Khuldabad/ Lonar/ Shani Shingnapur/ Pariyonka Talab/ Pithalkora.
3.	Buddhist Monuments at Sanchi	1989	Sanchi/ Bhopal airport	Madhya Pradesh	Videsha/ Raisen/ Gyaspur/ Udaypur/ Sonari and Satdhara.
4.	Charanpur Pavagadh Archaeological Park	2004	Vadodara railway station/ Vadodara Airport	Gujarat	Kalika Mata Temple/ Godness Mahakali/ Navlakha Kothar.
5.	Chhatrapati Shivaji Terminus (formerly Victoria terminus)	2004	CST/ Mumbai/ Chhatrapati shivaji international airport	Maharashtra	St. George's Fort/ Kitab Mahal/ Fire Temple/ Shree Narayan Mandir/ Madan Mohan Lal Ji Mandir/ St. Andrews and St. Columba/ Matthieu Foss Gallery.
6.	Churches and Convents of Goa	1986	Kamali Railway Station/ Dabolim Airport	Goa	Dona Paula for a Birds-eye Scenery/ Calangute Streets for a Shopping Ride/ Fort Aguada/ Palolem Beach/ Shri Mangeshi Temple/ Cansulim Monte.
7.	Elephanta Caves	1987	Chhatrapati shivaji terminal/ Chhatrapati shivaji international airport	Maharashtra	Ganga dhara Shiva/ Ravana lifting Kailash Mountains/ Ardhnanishvara/ Trimurti Sculpture Cannon
8.	Ellora Caves	1983	Aurangabad/ Aurangabad airport	Maharashtra	Kailashnath Temple/ Krishna Mandir/ Venu Cave no 1 Buddh Gufa/ Ellora Caves water fall/ Gishmeshwar Temple.
9.	Fatehpur Sikri	1986	Agra cantt/ Agra airport	Uttar Pradesh	Agra Fort/ Tomb of Itimad-ud-Daulah/ Taj Mahal
10.	Great Living Chola Temples	1987	Ariyalur Railway station/ Tutuchirappalli International Airport	Tamil Nadu	Brihadisvara Temple and Fort/ The Shrine of Sri Subramanya/ Annai Vailankanni Shrine/ Thanjavur Royal Palace and Museum.
11.	Group of Monuments at Hampi	1986	Hospet railway station/ Bellary and Belgaum airport	Karnataka	Archaeological Museum/ Monkey Temple/ Vijaya Vittala Temple/ Virupaksha Temple/ Royal Enclosure/ Riverside Ruins Queen's Bath/ Hampi Bazar/ Underground Temple/ Old Palace/ Hemakuta Hill Temple/ Sasivakalu/ Ganesha Temple/ Krishna Temple.
12.	Group of Monuments at Mahabalipuram	1984	Chengalpattu Railway station/ Chennai airport	Tamil Nadu	Arjuna's Penance/ Thirukadalmallai/ Cave Temples/ Shore Temple/ Pancha Rathas.
13.	Group of Monuments at Pattadakal	1987	Badami railway station/ Belgaum airport	Karnataka	Virupaksha Temple/ Papanatha Temple/ Galaganath Shrine/ Sangameshvara Temple.
14.	Hill Forts of Rajasthan	2013	Jaipur Railway station/ Jaipur Airport	Rajasthan	Vijay Mandir Palace/ City Palace/ Naldeshwar Shrine/ Garbhaji Falls/ Government Museum/ Moti Doongri/ Clock Tower/ Vinay Vilas Palace.
15.	Humayun's Tomb, Delhi	1993	IGI airport/ newdelhi railway station	Delhi	Charbagh Garden/ Nila Gumbad/ Bara Batasha/ Arab ki Sarai/ Isa Khan Tomb/ Rajeev Gandhi Smriti Van/ Apparao Gallery/ Sunderwala Burj/ Khan-I-Khana's Tomb/ Sabz Burj/ Atagh Khan's Tomb/ Barakhamba Tomb/ Indraprasth Park.
16.	Khajuraho Group of Monuments	1986	Khajuraho Railway station / Khajuraho Airport	Madhya Pradesh	Kandariya mahadev Temple/ Lakshmana Temple/ Panna National Park/ Devi Jagdamba Temple/ Chaturbuj Temple/ Parsvanath Temple/ Nandi Temple/ Viswanath Temple/ Viswanath Temple/ Varah Temple/ Matangeshwara Temple/ State Museum of tribal and folk Art/ Jam Museum/ Dhubela Museum/ Javert Temple.
17.	Mahabodhi Temple Complex at Bodhi Gaya	2002	Gaya railway station/ Bodhi Gaya airport	Bihar	Bodhi Tree/ Great Buddha Statue/ Thai Monastery/ Royal Bhutan Monastery/ Indosan Nippon Japanese Temple/ Metta Buddharam Temple/ Cankamana/ Chinese Temple/ Muchalinda Lake/ Burmese Vihara Monastery/ Archaeological Society of India Museum/ Sujata Kuti/ animesh Lochana Chaitya Shrine.
18.	Mountain Railways of India	1999	-	West Bengal/ Tamil Nadu/ Himanchal Pradesh	Botanical garden/ Pykara Lake/ Upper Bhavani Lake/ Avalanche Lake/ Doddabetta Peak/ Rose Garden/ Summer Hills/ Indian Institute of advance studies/ Amundale/ Jakhoo Hill/ The Scandal Point/ Ridge/ The Shimla State Museum/ Naldehra and Shaily Peak/ Chadwick falls/ Kufri/ Padmaja Naidu Himalayan Zoological Park/ Peace Pagoda/ Happy Valley Tea Estate.
19.	Qutub Mimar and its Monuments, at Delhi	1993	IGI airport/ Newdelhi railway station	Delhi	Alai Mimar/ Yogmaya Temple/ Jahaz Mahal/ Buzzaria/ Blue Frog/ Chhatrapur Temple/ Mehrauli Archaeological Park.
20.	Rani-ki-Vav (the Great Stepwell) at Patan, Gujarat	2014	Mahesana Railway Station / Ahmedabad Airport	Gujarat	Karandiyaveer Temple/ Sahasralinga Tank/ New Kalika Temple/ Patan Museum. /
21.	Red Fort Complex	2007	IGI airport/ newdelhi railway station	Delhi	Museum of freedom struggle/ Naggar Khana/ Archaeological Museum/ Savan Pavillion/ Indian War Memorial Museum/ Zafar Mahal/ Diwan-i-am/ Diwan-i-khas/ Bhadon Pavillion.
22.	Rock Shelters of Bhimbetka	2003	Bhopal airport/ Hoshangabad railway station	Madhya Pradesh	Ratanpani Wildlife Sanctuary/ Udaygiri Caves/ Bhopal/ Sanchi. .
23.	Sun Temple, Konark	1984	Bhubaneswar airport/ Puri railway station	Odisha	Sun Temple/ Archaeological Site Museum/ Ramchandi Temple/ Kuruma/ Astranga/ Chandrabhaga Beach.
24.	Taj Mahal	1983	Agra cantt/ Agra airport	Uttar Pradesh	Fatehpur Sikri/ Tomb-ud-Daulah.
25.	The Jantar Mantar, Jaipur	2010	Jaipur Railway station / Jaipur Airport	Rajasthan	Amer Fort/ Jaigarh fort/ City Palace/ Hawa Mahal/ Nahargarh fort/ Jal Mahal/ Albert Hall/ Pushkar
26.	Nalanda	2016	Nalanda Railway Station/ Patna Airport	Bihar	Gaon Mandir/ Black Buddha Temple/ Xuanzang Memorial/ Rajgir Wildlife Sanctuary/ Nalanda Archaeological Museum.
27.	The Architectural Works of Le Corbusier	2016	Chandigarh Railway Station/ Chandigarh airport	Chandigarh	Rock Garden/ Zakir Hussain Rose Garden/ Sukhna Lake/ Rose Garden/ Government Museum and Art Gallery/ Chattbir Zoo/ Shantikuni Park.
Natural World Heritage Sites					
1.	Great Himalayan national Park Conservation Area	2014	Chandigarh Railway Station/ Chandigarh airport	Himanchal Pradesh	Mantalai Lake/ Tirthan Wildlife Sanctuary/ Strikhand Mahadev Lake/ Pin Valley National Park/ Shree Bhima Kalhi Temple/ Tosh Village.
2.	Kaziranga National Park	1985	Guwahati railway station / Jorhat airport	Assam	Kohora Range/ Baghori Range/ Agratoli Range/ Panbari Reserve Forest/ Tea Gardens/ Deoparbat Ruins.
3.	Keoladeo national Park	1985	Bharatpur railway station/ Bharatpur airport	Rajasthan	Bharatpur Bird Sanctuary/ Shastri Park/ Satya Narayan Temple/ Lake Bharatpur/ Moti Mahal Palace.
4.	Manas Wildlife Sanctuary	1985	Barpeta Road Railway Station / Guwahati airport	Assam	Barpeta, Satara/ Chimpapa Vithi/ Sundaridiya/ Patbaushi Sara/ Dargah of Syed Shahnur Dewan
5.	Nanda Devi and Valley of Flowers National Parks	1988	Rishikesh railway station / Jolly Grant at Dehradun	Uttarakhand	Joshmath/ Gopeshwar/ Dronagiri Village/ Badrinath
6.	Sunderbans National Parks	1987	Canning Railway Station/ Dum Dum Airport	West Bengal	Sajnekhali Bird Sanctuary/ Sudhanyakhali Watch Tower/ Dublar Char Island/ Hiron Point/ Tin Kona Island/ Bharat Sevashram/ Sangha Temple.
7.	Western Ghats	2012	Puttur Railway station/ Mangalore Airport	Kerala/ Karnataka/ Tamil Nadu/ Maharashtra	Sahyadri Mountain Ranges/ Anamundi Mountain Peak/ Vembanad Lake/ Ooty/ Avalanche Lakes/ Pookode Lake/ Letchmi Elephant and Berjam Lake/ Bandipur National Park/ Silent Valley National Park/ Periyar National Park/ Eravikulam National Park.
8.	Khangchendzonga National Park	2016	New Jalpaigudi Railway Station / Bagdogra Airport	Sikkim	The Peak of Khangchendzonga, The Majestic Glacier Zemu

Massive and rapid movement of tourists from worldwide within a shorter span of time tourist peak season puts a heavy pressure on tourist resources in destination countries. Tourist attractions and its usage are likely to be damaged

beyond repair and their life span may even get shortened. Its popularity suffers a loss if attraction becomes unattractive in comparison of tourist expectation, the number of tourist arrivals may gradually falls and generation of tourism industry job comes to a halt. If we keep on taking some measures to restore and sustain the charm of tourist attraction sites this stage of decline does not seem to have set in fully. But there are many hill stations and mountain areas, beaches, monuments, coastal areas which we have not cared to see that they shine and provide some job opportunities to the people. The situations, either degeneration of tourist spots in destination areas because of the misuse or uncared of their resources or an un-mindful neglect of their premise has left them underused. Tourist culture, that grow up creates demands to practice tourism on sustainable basis. Sustainable tourism allows to, exploits tourist natural and cultural resources for a long time period and never brings a full stop to the creation of job opportunities in tourism field. Sight seers in summer tourist resorts and around places keep people engaged in tourist occupations in multi tourism related industries. In high altitude areas like, Himalaya, the induction of winter tourism and keeping local people occupied in replenishing the stock of the cottage industry products for sale to tourists in the next peak season have offered them sustenance all the year round. To continue tourist friendly activities in all tourist areas is the life and blood of sustainable tourism. The conservation of environmental tourism attraction by avoiding those things which is fatal to it encourages people to derive their living continuously from tourist occupations. In fact eco-tourism or environment friendly tourist activity forms a core segment of sustainable tourism, and to preserve the ecology and local cultures of an area. Good quality of air as well as water, well maintained biodiversity and organized human efforts are the major components of eco-tourism practices. To keeping up harmonious relationship among them is the growing need because a chain of interactions lock them together. Cement factories being visible in tourist areas to huge demand of tourism infrastructure constructions like hotels, motels, road and footpath for tourist were started with full force in tourist regions. It is very natural the effect of extraction of limestone, emission of dust, fumes and noise disturbed the ecological balance and was least eco-friendly in those areas where the tourism is prime source of economy. Geography of tourism in India notes 165 Prospects and Problems of Tourism. Few hard decision may be soon required in regard to the various kind promotion of regulated or an area-selective type of mass tourism to let it not develop haphazardly. It is a strategy to regulate the tourist movement in various region in country that have heavy pressure of tourism to see that it does not exceed the carrying capacity of a tourist destination in terms of its environment and infrastructure. It is kind of approach that keeps the cultural legacy of the areas under check from getting harmed and protects our youth from cultural alienation in tourism generating area. The most important task is to make our people accept tourist culture as an instrument of development and social change as well as national integration. There is a three point strategy has been framed to living home the full potential of travel tourism. The first is to create 'Awareness' for tourism within the community of locals. We as hosts must be aware of our identity while welcoming the guest tourists in the region. The second is the step to tone up the 'Infrastructure' by providing adequate and easy transport for all categories of tourists, and also all type of formal and informal accommodation as well as other amenities. Third and last is the step to awake the people for effective 'marketing' of regional attractions of the landscape, area's heritage and varied services to the tourists. In fact, tourism is rightly described as an extremely complex product in market of the combined efforts of numerous organizations formed for carrying forward the aforesaid strategy.

INFRASTRUCTURE DEMANDS OF MASS TOURISM

To harness India's mass tourism potential for world heritage sites, several efforts are being taken to promote destinations. However, infrastructure facilities such as air, rail, road connectivity, as well as other necessary services at all

world heritage sites and the connecting cities are inadequate while greater approach has been taken by government of India. This remains a major challenge for development of tourism. Roadways form a vital network in the tourist industry with almost 70% tourists in India traveling by road. Moreover, many tourist circuits and heritage sites depend on roads. Despite numerous efforts to improve road infrastructure, connectivity remains a major problem in India. There is a greater need for strengthened road as well as rail network; there is also need to development of more road expressways, and tourist-specific routes to improve connectivity of various locations across different regions in the country.

Ministry of tourism Government of India, pertaining to improvement of the various existing tourism products, and also developing new road and rail networks to strengthen tourism products connectivity. Under the Centrally Sponsored Scheme of Product / Infrastructure Development for Destinations and Circuits, 100% Central Assistance is given for development of destinations/ circuits including mega projects to world standard and also for rural tourism infrastructure development. The Tourism ministry provides financial assistance up to Rs. 5.00 crores to development of Destinations and Rs. 8.00 crores for Circuits. The maximum upper limit of financial assistance has been increased to Rs. 25 crore and Rs. 50 crore for development of identified mega destinations and circuits for the development of Destinations and Rs. 8.00 crore for various identified circuits. The objective is to ensure that the infrastructure of these mega destinations / circuits is developed to the extent that it can cater maximum number of tourist so that visitors get a satisfying by comfortable journey and memorable experience. The Government of India’s ministry has identified 29 mega projects for development.

Table 2: List of Various Mega Projects

State/UT	Mega Projects (Destinations/ Circuits)
Andhra Pradesh	Tirupati Heritage Circuit Kadapa Heritage Circuit Charminar area, Hyderabad Destination.
Bihar	Bodhgaya-Rajgir-Nalanda Circuit
Chhattisgarh	Jagdalpur-Tirathgarh-Chitrakote-Barsur-Dantewada Circuit
Delhi	Illumination of Monuments Circuits
Goa	Churches of Goa (Integrated Development of Infrastructure for Heritage and Hinterland Tourism) Circuit
Gujarat	Dwarka-Nageshwar-Bet Dwarka Circuit
Haryana	Panipat-Kurukshehra-Pinjore Circuit Panchkula-Yamunanagar (Haryana)-Paonta Sahib (Himanchal Pradesh) Circuit.
Himanchal Pradesh	Eco and Adventure Circuit (Kullu-Katrain-Manali)
Jammu & Kashmir	Spiritual Destination of Leh-Ladakh
Karnataka	Hampi Circuit
Kerala	Muziris Heritage and Culture Circuit (Trissur and Ernakulam Districts)
Madhya Pradesh	Spiritual and Wellness Destination of Chitrakoot.
Maharashtra	Vidarbha Heritage Circuit Aurangabad- Destination
Orissa	Bhubaneswar-Puri-Chilka Circuit
Puducherry	Panducherry-Destination
Punjab	Amritsar- Destination
Rajasthan	Ajmer, Pushkar-Destination Desert Circuit (Jodhpur-Bikaner-Jaisalmer)
Sikkim	Gangtok-Destination
Tamil Nadu	Mahabalipuram- Destination Pilgrimage Circuit (Madurai-Rameswaram-Kanyakumari)
Uttarakhand	Char Dham, Haridwar-Rishikesh-Muni Ki Reti Circuit
Utter Pradesh	Agra Circuit Varanasi-Sarnath-Ramnagar Circuit
West Bengal	Ganga Heritage River Cruise Circuit

(Source: Ministry of tourism Govt. of India)

ROAD TRANSPORTATION IN INDIA

Indian road network the second largest road network in the world after the United States with total road length as per 2015 estimates is approximately 4.87 million kms. At 0.66 km of highway for per square kilometre of land the density of India's highway network is higher than that of the United States America (0.65) and too higher than that of China's (0.16) or Brazil's (0.20).

The road network is certainly very important for the tourism, because more than 70% of passenger travel in India by road. In India many more tourist circuits and tourism destinations entirely depend on road network. Government of India plan for strengthening road system in the country, covering both inter-state highways and improvement rural road directly support tourism development. After the year 1970s, a greater use of private cars in tourism industry that exclusively for an affluent tourists and his family, and of taxies, luxury coaches, buses for lower budget group of 8 to 30 persons, have been gaining popularity in all parts of country. The National/state highways and various modern facilities motels built along scenic and busy roads have revolutionized their use by the holiday's makers.

World heritage sites are well connected with road in country, many world heritage sites like, Sun Temple Konark, Manas National Park, Kaziranga National Park, Nanda Devi and Valley of flowers National Park, Elephanta caves, Sundervan National Park, Rani-ki-Vav, Great Himalayan National Park, Khangchendzonga National Park, are in remote location. These heritage sites are connected road, the railway and airports are too far from these World Heritage Sites in India.

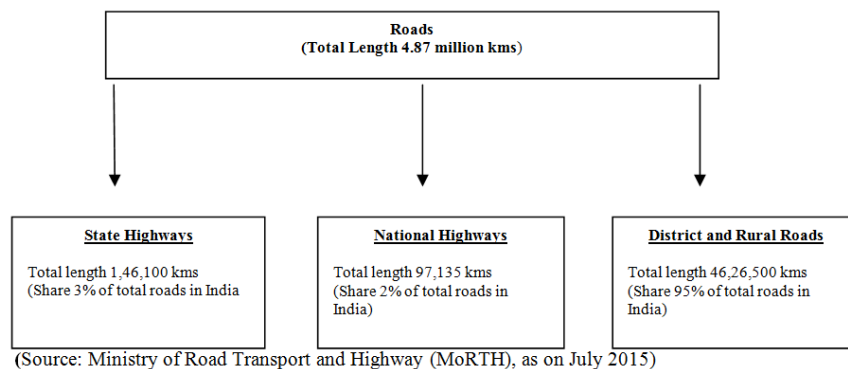


Figure 3

Major Investments and Development in Road Networks

The National Highways Authority of India (NHAI) has plan to acquire ten thousand hectares of land in financial year 2015-16, it is more than in comparison from 6,733 hectares in financial year 2014-15, to develop road network in country.

There is also a plan by the Government of India to award at least hundred highway development projects under the Public-Private Partnership (PPP) mode in year 2016, with expectations that recent amendments in highway development regulations would revive investor sentiments in PPP projects in the road infrastructure sector.

The Ministry of Road Transport and Highways has undertaken development of about seven thousand km of national highways under the scheme *Bharatmala Pariyojana* at an estimated cost of eighty thousand crore (approximately US\$ 12 billion) in consultation with state governments. National Highways Authority of India (NHAI) has

invited bids for preparing Detailed Project Reports (DPRs) for road development along the borders and coast lines under the *Bharat Mala* project.

The Cabinet Committee on Economic Affairs (CCEA) has permitted 100% equity divestment by private developers after two years of construction completion time period provided for all Build–Operate–Transfer (BOT) projects, irrespective of the year of award of the project.

The Union government approved the construction of around one thousand kilometers of expressways at a cost of Rs 16.68 crore (approximately US\$ 2.5 million) on a design-build-finance-operate-transfer (DBFOT) mode. The approved corridors are Delhi-Chandigarh (249 km), Bengaluru-Chennai (334 km), Delhi-Jaipur (261 km) and Vadodara-Mumbai (400 km). The government will also take up the development of 135 km long Eastern Peripheral Expressway at an estimated cost of Rs 5,763 crore (approximately US\$ 865 million). The Ministry of Road Transports and Highways plans to award 273 road projects covering a length of around 12,900 km at an estimated cost of Rs 1,26,700 crore (approximately US\$ 19 billion) in financial year 2015-16. Chhattisgarh is planning to invest nine thousand and five hundred crore (approximately US\$ 1.42 billion) to upgrade 44 roads in the state.

Table 3: List of State-Wise National Highways in the Country

Sl. No	Name of State	National Highway No	Total Length (in km)
1	Andhra Pradesh (Seemandhra)	4, 5, 7, 9, 16, 18, 18A, 42 New, 43, 63, 67Ext. New, 150 New, 167 New, 202, 205, 214, 214A, 216, 219, 221, 222, 234, 326, 326A, 67 New, 71 New, 161 New, 340 New, 340C New, 353 New, 363 New, 365 New, 544D New, 565 New, 765 New	5231.74
2	Arunachal Pradesh	52, 52A, 153, 229, 52B Ext, 37 Ext., 315A, 713 New, 513 New, 313 New, 113 New & 713A, New	2513.05
3	Assam	6 New, 31, 31B, 31C, 36, 37, 37A, 37E, 38, 39, 44, 51, 52, 52A, 52B, 53, 54, 61, 62, 117A New, 127B New, 127E New, 151, 152, 153, 154, 315A New, 127C New & 127D New, 329 New, 427 New, 627 New, 702 New, 702B New, 702C New 702D & 715A New	3811.67
4	Bihar	2, 2C, 19, 28, 28A, 28B, 30, 30A, 31, 57, 57A, 77, 80, 81, 82, 83, 84, 85, 98, 99, 101, 102, 103, 104, 105, 106, 107, 110, 122A New, 131A New, 133 New, 133B New, 219 New, 227 A New, 327A New, 327 Ext. New, 333 New, 333A New, 333B New, 527A New, 527C New, 727 A New & 766C	4678.79
5	Chandigarh	21	15.28
6	Chhattisgarh	6, 12A, 16, 43, 78, 111, 130A New, 130B New, 130C New, 130D New, 149B New, 163A New, 200, 202, 216, 217, 221, 343 New, 930New	3078.40
7	Delhi	1, 2, 8, 10, 24 & 236	80.00
8	Goa	4A, 17, 17A & 17B	262.00
9	Gujarat	NE-I, 6, 8, 8A, 8B, 8D, 8E, 14, 15, 56, 58 New, 58 Ext New, 59, 113 228, 251 New, 753B New, 848 & 848A New, 848B New, 341 New, 68Ext. New, 147A New, 168 New, 168A New, 351 New, 927D New & 953 New	4970.90
10	Haryana	1, 2, 8, 10, 11 New, 21A, 22, 54 New, 64, 65, 71, 71A, 72, 73, 73A, 71B, 148BNew, 236, 248 A New, 254 New, 334B New, 352A, 444A New, 703 New, 709 Ext New, 709A New & NE-II	2622.48
11	Himachal Pradesh	1A, 3 New, 20, 20A, 21, 21A, 22, 70, 72, 72B, 88, 73A, 154A New, 305 New, 503 New, 503A New, 503 Ext. New, 505 New, 705 New, 907 A New	2622.48
12	Jammu & Kashmir	1A, 1B, 1C, 1D, 3 New, 144 New, 144A New, 301 New, 444 New, 501 New, 701 New, 244 New	2593.00
13	Jharkhand	2, 6, 23, 31, 32, 33, 43 New, 75, 78, 80, 98, 99, 100, 114A New, 133 New, 133A New, 133B, 143 New, 143A New, 220 New, 333 New, 333A New, 343 New & 419 New	2653.64
14	Karnataka	4, 4A, 7, 9, 13, 17, 48, 50 New, 63, 67, 67New, 150, 150 Ext. New, 150A New, 167 New, 169A New, 173 New, 206, 207, 209, 212, 218, 234, 275 New, 367 New, 766C	6502.29
15	Kerala	17, 47, 47A, 47C, 49, 183A New, 185 New, 208, 212, 213, & 220	1811.52

Sl. No	Name of State	National Highway No	Total Length (in km)
16	Madhya Pradesh	3, 7, 12, 12A, 25, 26, 26A, 26B, 27, 56 New, 59, 59A, 69, 69A, 75, 76, 78, 86, 92, 927A New & 339B	5193.57
17	Maharashtra	3, 4, 4C, 6, 7, 8, 9, 13, 16, 17, 26B, 50, 50New, 69, 150 Ext. New, 161 New, 204, 211, 222, 348 New, 848 New, 160 New, 166 New, 166A New, 348 New, 348A New, 353C New, 353D New, 353E New, 361 New, 363 New, 547E New, 548 New, 753 New, 753A New, 753B New, 848A, 930 New & 953 New, 965 New	7434.79
18	Manipur	39, 53, 102 New, 102A New, 102B New, 102 C New, 129A new, 108A New, 129 New, 137 New, 137A New, 150, 155, 702A New	1745.74
19	Meghalaya	40, 44, 51, 62 & 127B New	1204.36
20	Mizoram	6 New, 44A, 54, 54A, 54B, 102B New, 150, 154, 302 New, 306 A New & 502A New	1381.00
21	Nagaland	36, 39, 61, 129 New, 150, 155, 702 New, 702A New & 702B New, 702D	1150.09
22	Odisha	5, 5A, 6, 23, 42, 43, 60, 75, 130C New, 153B New, 157 New, 200, 201, 203, 203A, 215, 217, 220 New, 224, 326 New & 326 A New	4644.52
23	Puducherry	45A & 66	64.03
24	Punjab	1, 1A, 10, 15, 20, 21, 22, 64, 70, 71, 72, 95, 103 A New, 154A, 205A New, 254 New, 344A New, 344B New, 503 Ext. New, 503A New, 703 New 703A New, 754 New & 148B New	2769.15
25	Rajasthan	3, 11New, 123 New (3A Old), 8, 11, 11A, 11B, 11C, 12, 14, 15, 25 Ext. New, 54 New, 65, 458 New & 65A Old, 71B, 76, 58 Ext New & 76A Old, 758 New & 76B Old, 79, 79A New, 89, 90, 113, 112, 114, 116, 148B New, 148D New & 116A Old, 158 New, 162A New, 162 Ext. New, 168 New, 168A New, 248A New, 325 New, 709 Ext. New, 927A New,	7906.20
26	Sikkim	31A, 310, 310A New, 510 New, 710 New	309.00
27	Tamil Nadu	4, 5, 7, 7A, 45, 45A, 45B, 45C, 46, 47, 47B, 49, 66, 67, 68, 205, 207, 208, 209, 210, 219, 220, 226, 226Ext., 227, 230, 234, 381 New, & 532 New	5006.14
28	Tripura	44, 44A, 108A & 208 New	577.00
29	Telangana	7, 9, 16 202, 221, 222, 326 New, 167 New, 150 New, 363 New, 365 New, 565 New, 161, 765 New, 50 New, 563 New & 365A New	2635.84
30	Uttarakhand	9 new, 58, 72, 72A, 72B, 73, 74, 87, 94, 107A New, 108, 109, 123, 119, 121, 125, 309A New, 309B New, 334A & 707A New	2841.92
31	Uttar Pradesh	2, 2A, 3, 123 New (3A Old), 7, 11, 12A, 19, 24, 24A, 24B, 25, 25A, 26, 27, 28, 28B, 28C, 29, 56, 56A, 56B, 58, 72A, 73, 74, 75, 76, 86, 87, 91, 91A, 92, 93, 96, 97, 119, 219 New, 227 A New, 231, 232, 232A, 233, 235, 330, 330A New, 330 B New, 334B New, 709 A, 727 A New, 730 New, 730A New, 731 A New, 931 New, 931A New & NE-II	8483.00
32	West Bengal	2, 2B, 6, 10, 31, 31A, 31C, 31D, 32, 34, 35, 41, 55, 60, 60A, 80, 81, 114A New, 116B New, 117, 131A, 133A New, 317A, 327B, 419 New, 512 New & 717.	2909.80
33	Andaman & Nicobar Island	223	330.70
34	Dadra Nagar Haveli	848A New	31.00
35	Daman & Diu New	848B & 251 New	22.00
		Total	100087.08

(Source: Ministry of Road Transport and Highways)

AVIATION INDUSTRY IN INDIA

The aviation industry in India traces back to 18 February 1911, it is the time of the first commercial flight took off from Allahabad for Naini over a distance of 6 miles (9.7 km). Domestic air route between Karachi and Delhi for first time was opened in December 1912 by the Indian Air Services in collaboration with Imperial Airways of UK based airlines as an extension of the London–Karachi flight of Imperial Airways. In year 1948, the Indian government and Air India together set up a joint sector company, namely Air India International, to a view of further strengthen of the aviation industry of India. It is a part of nationalization; in year 1953 Indian Airlines are made an effort to bring the domestic civil

aviation sector under the purview of the Indian government.

Indian economy growth has increased the Gross Domestic Product above eight percent and this growth rate will be sustained for many years. Air traffic has grown enormously and expected to have a growth which would be above twenty five percent in the travel segment. There is in India a remarkable growth in travel sector especially in civil aviation, the present scenario of India around 12 domestic airlines and above 60 international airlines are operating. With remarkable the growth in the economy and good condition of stability of the country India has become one of the preferred locations in world for the trade and commerce activities in all sectors. In fact, the growth of Aviation Industry in India in term of traffic is almost four times above international average. Civil Aviation Industry of India have been placed the biggest order for aircrafts globally. Civil Aviation Industry of India holds approximately 69% of the total share of the airlines traffic in the region of South Asia.

Aviation industry infrastructure is also very critical since it is a major mode of entry for foreign tourists and travelers. The Growth of passenger traffic is expected to increase in the coming years; however infrastructure facilities at different airports are cause for this concern. The required modification expansion and development of airports at major entry points of cities is underway to cater to the increasing passenger traffic. In addition to airport facilities and various ancillary services at important secondary cities and tourist destinations also need to be accordingly improved to be able to handle greater numbers passenger traffic.

In fact India is the ranked 9th largest in aviation market in the world with a size of around US\$ sixteen billion and may poised to be the position of 3rd biggest by 2020. The aviation industry of India promises huge growth potential due to large share of middle class in the population and rapidly growing of this class of Indian population, rapid economic growth, higher disposable incomes, rising aspirations of the middle class and overall low penetration levels. In fact the civil aviation industry in India has been experiencing a new era of expansion driven by factors like; low cost carriers, modern airports, foreign direct investments (FDI) in domestic airlines, cutting edge information technology interventions and growing emphasis on regional connectivity. Civil aviation sector in India has been growing steadily as per data indicates and it registering a growth of 13.8% during the last 10 years. India has attracted FDI particularly in aviation sector of over US\$ 569 million from April 2000 to February 2015. Almost airports of India have a combined capacity to cater to 220.04 million passengers and 4.63 million tonnes cargo per annum and handled 168.92 million passengers and 2.28 million tonnes cargo in financial year 2013-14. It is being estimated that passenger traffic at Indian Airports are expected to increase to four hundred and fifty million by 2020 from 159.3 million in 2012-2013.

Looking towards future air transportation requirements and desire to become a global player in developing/commercializing in aerospace technologies, India is rapidly building capabilities to emerge as a preferred destination for manufacturing of aerospace components. In next decades, India undoubtedly has the potential to become a significant part of the global aerospace supply chain as India offers cost advantages of between 15 to 25 per cent in manufacturing, together with its large procurement appetite.

However, air transport is becomes the main mode for travel for international tourism, which normally chosen by travelers for travel over long distances. The growth rate of international air traffic in any country is pegged with growth rates of international tourism arrivals. Various important transport policies and associated decisions of governments can make a big difference in the destinations available to tourists. There is one dimension concerns the openness of tourism

industry in country through travel visa restrictions, which vary substantially depending on the countries of origin of tourists. Travelers from developed countries, particularly from Europe, are facing the least restrictions while travelers from developing countries are facing more stringent array of restrictions, it is another dimension associated the provision of infrastructures. There is may a condition when public sector does not cope with the demand in terms of transport infrastructures, the tourism industry might be impaired in its development. However, road transport networks and connections within various destinations within the country are designed to meet the needs of commercial movements that tourism requires. "Holiday spenders" make enough contribution to the local economy that governments especially for developing countries are more than willing to invest in efficient road networks or airport facilities, especially in locations that have limited economic opportunities other than tourism. There are however more differences in the amount of spending different type of mode, namely between cruise and air transport tourism. It is fact that cruise shipping tourism provides much less revenue, with \$15 per passengers spent per port of call on average. Main cause is that cruise lines are capturing as much tourism expenses within their ships as possible (food, beverages, entertainment, shopping).

Undoubtedly India has the fastest growing domestic aviation market in the world, ahead of China and the US. The country's domestic air passenger demand soared 28.1% in July compared with a year ago, likely owing to more flights, fare cuts and faster economic growth.

There is three times growth of Chine domestic traffic by 10.9% year-on-year, according to International Air Transport Association (IATA), a lobby group that represents nearly 260 airlines, comprising 83% of global air traffic. The total domestic travel demand for the global market rose 7.6% in July compared with a year ago according to IATA's data. China claimed for the second position, the third spot was secured by the Russian Federation (8.8%), followed by Brazil (6.6%). The US logged a 5.9% growth. "All the markets showed growth, with the strongest increases occurring in India and China," as per IATA data. India is projected to become the world's fastest-growing major economy by year 2016-17 with a growth rate of 6.5%, topping China's 6.3%, the International Monetary Fund (IMF) said in its latest World Economic Outlook Update earlier this year. Consultancy firm *Capa India* forecasts that Indian domestic traffic will grow at 15% for the current fiscal year.

Market Opportunities

- It is expected to investment of over US\$ 12 billion required during the Twelfth Five Year Plan.
- In Indian market airlines are expected to operate about 1000 aircraft's by 2020, that is quite more than from the present 450 aircrafts.
- A huge investment to the tune of US \$4 billion required for General Aviation aircraft's by 2017.
- It is planning for Air Navigation Services entails investment worth US\$ 7 billion in Twelfth Five Year Plan
- FDI up to 49% allowed in domestic airlines by the foreign carriers.
- It is planning to increase foreign equity up to 100% allowed in airport development.
- Passenger traffic of international and domestic are expected to grow at annual average rate of 12% and 8% in next five years.

- It is estimated that annual average rate of growth of domestic and international cargo be 12% and 10% during next five years.
- MRO industry may be triple in size from INR 2250 crore in 2010 to INR 7000 crore by 2020.
- It is possible that around 3, 50,000 new employees are essential to facilitate growth in the next decade to provide better service.

Table 4: Various Airlines and their Market Share

Name of the Players Airlines	Market Share
Kingfisher Airlines and Kingfisher Red (previously Air Deccan)	28%
Jet Airways and Jet Lite (previously Air Sahara)	25%
Air India and Indian (previously Indian Airlines)	16%
IndiGo	14%
SpiceJet	12%
GoAir	3%
Paramount Airways	2%
MDLR Airlines	0.004%

Source: http://www.india-aviation.in/pages/view/38/an_overview.html

Table 5: Major International Airports of India

Amritsar International Airport, Amritsar	City: Amritsar /State: Punjab/Distance from City: 11 Kms, from Amritsar Railway Station
Indira Gandhi International Airport, New Delhi	City: New Delhi /State: Delhi
Lokpriya Gopinath Bordolio International Airport, Guwahati	City: Guwahati
Airport Name: Sardar Vallabhbai Patel International Airport	City: Ahmedabad/ State: Gujarat/ Distance from City: 8 Kms., from Ahmedabad Railway Station
Netaji Subhash Chandra Bose International Airport Kolkata	Kolkata
Chhatrapati Shivaji International Airport Mumbai	Mumbai
Airport Name: Hyderabad Airport	City: Hyderabad State: Andhra Pradesh Passenger Terminals International: Rajiv Gandhi Terminal Domestic: N. T. Rama Rao Terminal Distance & Direction from City: 5 KM 353° GEO from Hyderabad Railway Station
Airport Name: Goa Airport	City: Vasco da Gama State: Goa Physical Location: Latitude: 15° 20' 47.42" N Longitude: 73° 49' 40.17" E Elevation: 45.8 Mtrs. AMSL Distance & Direction from City: South Goa 30 Kms from Capital Panjim
Airport Name: Chennai International Airport Chennai	Chennai
Airport Name: Bangalore International Airport	City: Bangalore State: Karnataka Physical Location: Southern India, South-East of the State of Karnataka Distance & Direction from City: 11.6 Kms, East South East of Bangalore
Airport Name Cochin International Airport	City: Cochin State: Kerala Distance & Direction from City 28 Kms North East of Cochin, 045 Deg
Airport Name Trivandrum International Airport	City: Thiruvananthapuram State: Kerala Physical Location: South Kerala Distance & Direction from City: 3.7K.M Brg. 261Deg. from Trivandrum Railway Station

RAIL TRANSPORT IN INDIA

The Indian Railways is one among the world's largest rail network. It is spread across 7,146 railway stations; the 64,600-km rail track network enables the running of 19,000 trains on a daily basis to connect one side of country to other side. In fact railway network of India is recognized as one of the largest railway systems in the world under single management authorities. The railway network is also ideal for long-distance travel and also for short distance and movement of bulk commodities for business stakeholder to transport of various goods, apart from being an energy efficient and economic mode of conveyance and transport of various necessary goods.

The Government of India and ministry of railway have focused on investing on development of railway infrastructure by making investor-friendly policies. Indian railway opens the foreign direct investment (FDI), to strengthen the railway networks and improve infrastructures, for freight as well as high-speed trains. Presently, several domestic and international companies are also looking to invest in Indian rail projects. It is fact that the Indian Railways enjoys a near monopoly in India; a few private railways do exist, left over from the days of the Raj, usually small sections on private estates, etc. Some railway lines owned and operated by various companies for their own purposes of transport goods and raw materials, by plantations, sugar mills, collieries, mines, dams, harbours and ports, etc. The Mumbai Port Trust runs a BG Railway of its own, as does the Madras Port Trust. The Calcutta Port Commission Railway of Calcutta Port Trust is a BG railway. The Visakhapatnam Port Trust has BG and NG, 2 ft 6 inch (762 mm), railways. India has a railway network link with Pakistan, Nepal, and Bangladesh also. India's ministry of railway planning to spread tracks that link to southern Bhutan. Major important cities that have a metro system like Kolkata Metro, Delhi Metro, Chennai Metro, Rapid Metro Gurgaon, Bangalore Metro, Mumbai Metro, Jaipur Metro.

Table 6: India Has Third-Largest Network under Single Management

Sr. No.	Particulars	Financial Year 1951	Financial Year 2015
1.	Total revenue (USD Millions)	59	26,418
2.	Passenger revenue (USD Millions)	22	7,133
3.	Freight traffic (Million tonnes)	73.2	1,101.3
4.	Number of stations	5,976	7,172
5.	Running Tracks(Kilometers)	59,315	89,919+

Revenue Growth of Indian Railways

There is data that reveals revenue growth that has been strong over the years; during financial year 2007 to 2015, revenues increased at a CAGR of 7.9% to USD 26.4 billion in financial year 2015.

It is expected that revenues would expand at a CAGR of 13.4 per cent during financial year 2007 to Expected financial year 2020.

Indian Railway ministry aims to boost passenger amenities with the improvement in the economy and increasing industrial activity, it is expected that Indian Railway will touch the revenue of USD44.5 billion by 2020



Source: <http://www.Indian-railways.aspx>

Figure 4

Market Size

Approximate earnings of Indian Railways on originating basis during financial year 2014-15 were Rs 157,880 crore (approximate US\$ 23.68 billion) compared to Rs 140,761 crore (approximate US\$ 21.11 billion) during the same period last year, registering an increase of 12.16 per cent.

The total approximate earnings from goods during fiscal 2014-15 were Rs 107,074.79 crore (US\$ 16.06 billion) compared to Rs 94,955.89 crore (US\$ 14.24 billion) during the same period last year, registering an increase of 12.76 per cent.

Approximate revenue from passengers during the financial year 2014-15 were Rs 42,866.33 crore (approximate US\$ 6.43 billion) compared to Rs 37,478.34 crore (approximate US\$ 5.6 billion) during the same period last year, registering an increase of 14.38 percent.

Approximate revenue from other coaching amounted to Rs 4,035.56 crore (approximate US\$ 605 million) during financial year 2014-15 compared to Rs 3,818.03 crore (approximate US\$ 572 million) during the same period last year, registering an increase of 5.7%.

Approximate numbers of passengers booking during the financial year 2014-15 were 8,227.99 million compared to 8,425.09 million during the same period last year, showing a decrease of 2.34%. In the suburban and non-suburban sectors, the numbers of passengers booked during financial year 2014-15 were 4,503.97 million and 3,724.02 million compared to 4,549.62 million and 3875.47 million registering a decrease of 1% and 3.91% respectively during the same period previous year.

Presently, Indian Railways is focusing on finishing the capacity-augmentation projects that results are the highest rates of return. With 154 New Line, 42 Gauge Conversion, 166 Doubling and 54 Railway Electrification route projects across the country with throw forward of Rs 285,652 crore (approximate US\$ 42.87 billion). Indian railway electrification projects, the throw forward as on April 1, 2014 had been estimated to be Rs 6,692 crore (approximate US\$ 1.0 billion).

Government Initiatives

Indian ministry of railways has announced that of the Ministry of Finance has communicated a Gross Budgetary Support of Rs 40,000 crore (approximate US\$ 6.01 billion) for the Railway’s annual plan. Presenting the Railway Budget of financial year 2015-16 in Parliament, Railway Minister Rs 1,645.6 crore (approximate US\$ 247.06 million) has also been provided as Railway’s share of diesel from the Central Road Fund. The Ministry of Railways is focusing on its

massive US\$ 140 billion investment plan to modernize the Indian railways and improve the measures of safety, performance and passenger amenities.

Indian Ministry of Railways in November 2014 issued Sectoral Guidelines for permitting domestic/foreign direct investment (FDI) in various infrastructural improvements of construction, operation and maintenance in the following identified areas:-

- Suburban corridors through public private partnership (PPP)
- High speed train projects,
- Dedicated freight lines
- Rolling stock, including trains sets and locomotive/coaches manufacturing and maintenance facilities v) railway electrification
- Signaling system
- Freight terminals
- Passenger terminals
- Testing facilities and laboratories
- Non-conventional sources of energy
- Railways technical training institutes
- Concession of standalone passenger corridors (branch lines, hill railways etc).
- Mechanized laundry,
- Rolling stock procurement, xv) bio-toilets,
- Technological solution for manned and unmanned level crossings,
- Technological solutions to improve safety and reduce accidents.

Table 7: Railway Infrastructure (Broad Goal Target 2020)

Broad category	Short term target 2010-11&2011-12	Long term target 2012-13&2019-20	Total target
Doubling Including(DFC)	1000kms	11000kms	12000kms
Gauge Conversion	2500kms	9500Kms	12000kms
New line	1000kms	24000kms	25000kms
Electrification	2000kms	12000kms	14000kms
Procurement of diesel Locomotives	690	4644	5334
Procurement of passenger coach	6912	43968	50880
World class station(Bid-out-Concession)	12	38	50
High speed corridor	--	2000kms	2000kms
Procurement of wagons	33909	255227	289136
Procurement of electric locomotive	555	3726	4281

WATERWAY TRANSPORT IN INDIA

Extensive network of inland waterways in India in the form of rivers, canals, backwaters and creeks. The total navigable length is approximately 14,500 kms, out of which about 5200 km of the river and 4000 km of canals that can be used by mechanised crafts. The transportation of freight by waterways is under-utilised in India compared to other countries, such a large country geographic areas like the United State, China and European Union. Cargo movement (in tonne kilometres) by the inland waterway was just 0.1% of the total inland traffic in India, compared to the 21% figure for United State. In fact, cargo transportation in an organized manner is confined to a few waterways in West Bengal, Kerala, Assam and Goa. The IWAI (Inland Waterways Authority of India) is the statutory body in charge of the waterways in India. The headquarters Of IWAI is located in Noida, Uttar Pradesh. IWAI, prime function of building of the necessary infrastructure for waterways, as well as surveying the economic feasibility of existing and also new projects and apart from that administration. IWAI was created by Government of India on 27 October 1986 with a view of development and regulation of Inland waterways for shipping and also navigation. IWAI primarily undertakes projects for development and required maintenance of Terminals of Inland Waterway infrastructure on National Waterways through grant received from Ministry of Shipping, Road Transport and Highways. It also has its regional offices at Kolkata, Kochi, Patna, Guwahati and sub-offices at Allahabad, Varanasi, Bhagalpur, Farrakka and Kollam.

National waterways: national waterway no1 (Allahabad–Haldia stretch of the Ganges–Bhagirathi–Hooghly river system). National waterway no2 (Sadiya — Dhubri stretch of Brahmaputra river), national waterway no3 (Kottapuram-Kollam stretch of the West Coast Canal, Champakara Canal and Udyogmandal Canal). national waterway no4 (Kakinada–Pondicherry stretch of canals and the Kaluvelly Tank, Bhadrachalam – Rajahmundry stretch of River Godavari and Wazirabad – Vijayawada stretch of River Krishna), national waterway no5(Talcher–Dhamra stretch of the Brahmani River, the Geonkhali - Charbatia stretch of the East Coast Canal, the Charbatia–Dhamra stretch of Matai river and the Mangalgadi - Paradip stretch of the Mahanadi River Delta), national waterway no6 (In Assam, Lakhipur to Bhangra of river Barak).

CRUISE INDUSTRY IN INDIA

The Cruise is still in its infancy in the Indian Tourism market, however it is picking up in an impressive fashion. It is more important is that Indians have demonstrated a significant choice for this product in the last five years as is evident from the fact that ‘Star Cruises’ have been an immediate success with the Indian tourists market. The remarkable and increasing interest that Indian passengers are shown in tourism activities over the past decade combined with the various socio-economic factors as has been set forth in the section above, travelers from India presently has formidable potential that can be favourably exploited by any tourism product if the planned strategies are well addressed. International tourist arrivals from other countries as well as the domestic tourists (both of which have been steadily rising over the past decade) also present a key potential segment for cruise tourism. Cruises have a substitute tourism choice with varieties of facilities to any other tourism product, its availability, accessibility and affordability in India itself will be key factors in enabling a choice in its favour being made both by the current outbound tourists and by the domestic tourists. It is understood that approximately 50,000 Indians set sail every year on different cruises every year. Country head of Princess Cruises quoted that “Cruise vacation concept is being accepted very quickly in India, with the growth rate of 20-25 per cent year-on-year boasted by most cruise companies being represented in India”. The following section gives an overview of

the trends in the Indian Cruise market currently and in the recent past.

The year 2000-01 shows an impressive increase of 70.83% in cruise tourist arrivals in India with cruise tourists being around 1.61% of International Arrivals. The next two years results are largely linked to the events in South East Asia since cruises are headed to most South East Asian destinations and, to some extent, events happening in North America/ Europe since most of the cruise traffic originate from that part of the globe. Thus the 9/11 effect and the SARS effect can be seen very clearly in the fall in cruise tourist arrivals for the years 2001-02 and 2002-03. However, it is heartening to note the process of reversal happening in the year 2003-04 which saw a positive trend. The fact that international tourist arrivals in India have shown a steady increase over the years proves that India has a lot of appeal in the international market. It is indisputable that this would have a favorable impact on the Indian cruise tourism market.

ACCOMMODATION INDUSTRY

Tourism and hospitality industry in India has emerged as one of the key drivers of growth for services sector in India. It is the third-largest segment of the services industry comprising trade, repair services, hotels and restaurants contributed approximately US\$ 187.9 billion or 12.5% to the GDP in financial year 2014-15, while growing the fastest at 11.7% Compound Annual Growth Rate (CAGR) between the period 2011-12 to 2014-15. Indian tourism industry has significant potential with the rich cultural and historical heritage, variety in ecology, terrains and places of natural beauty spread across the country. Tourism has a great potential of large employment generator besides being a significant source of foreign exchange earnings for the country. India has moved up 13 positions to 52nd rank from 65th in Tourism & Travel competitive index.

Government Initiatives

This industry is expected to generate 13.45 million jobs across from various sub sectors such as restaurants (10.49 million jobs), hotels (2.3 million jobs) and travel agents/tour operators (0.66 million). The tourism Ministry of India plans to help the industry meet the increasing demand of skilled and trained manpower by providing hospitality education as well as certifying and upgrading skills of existing service providers in their respective field of operation. The government of India has realized that country's potential in the tourism industry and has taken several important steps to make India a global tourism hub. Major initiatives taken by the Government of India to give good tune to the tourism and hospitality sector of India are as follows:

- The Union Cabinet Ministry has approved the signing of Memorandum of Understanding among the tourism ministry of India and the Ministry of Trade Industry and Tourism of Colombia in order strengthen cooperation in the field of tourism between the two countries.
- The Central Government of India has given its approval for signing of a Memorandum of Understanding (MoU) between India and Cambodia for cooperation in the field of tourism with a view to promote bilateral tourism between the two countries.
- Ministry of Tourism has sanctioned Rs 844.96 crore (approximately US\$ 142 million) to States and Union Territories for developing tourism destinations and circuits during financial year 2014-15, which includes those projects relating to Product/Infrastructure Development for Destinations and Circuits (PIDDC), Human Resource Development (HRD), Fairs and Festivals & Rural Tourism.

- The Heritage City Development and Augmentation Yojana (HRIDAY) action plans for eight popular missions cities including Amaravati, Ajmer, Badami, Dwaraka, Mathura, Warangal, Vellankini, Varanasi, have been approved by HRIDAY National Empowered Committee for a total cost of Rs 431 crore (approximately US\$ 64.7 million).
- Government of India plans to cover 150 countries under e-visa scheme by the end of the year besides opening an airport in the NCR region in order to ease the pressure on Delhi airport.
- ‘Project Mausam’ a project of the Government of India has proposed to establish cross cultural linkages and to revive historic maritime cultural and economic ties with 39 Indian Ocean countries.

Over the last decade of India for business opportunities has intensified and elevated room rates and occupancy levels in India. It is possible for budget hotels are charging USD 250 per day. It is the evidence of successful growth story of hotel industry in India seconds only to China in Asia Pacific. Hotels in India have supply of approximately 110,000 rooms. An estimation of the tourism ministry, 4.4 million tourists visited India last year and at current trend, demand will soar to 10 million in 2010 - to accommodate 350 million domestic travelers in India. Hotels in India are facing a shortage of 150,000 rooms fueling hotel room rates across India. It is tremendous pull of opportunities; India is a destination for hotel chains looking for growth and ready to huge investment in accommodation industry. The World Travel and Tourism Council, India, data has been revealed that India ranks 18th in business travel and will be among the top 5 in this decade. Various sources estimate, demand is going to exceed supply by at least 100 per cent over the next 2 years. There is five-star hotels in metro cities practices of allotment of the same room, more than once a day to different guests, receiving almost 24-hour rates from both guests against 6-8 hours usage. However, with demand-supply disparity, Hotel India room rates are most likely to rise 25% annually and occupancy to rise by 80%, over the next two years. Hotel industry in India is eroding its competitiveness as a cost effective destination in comparison of other countries. However, the rating of the Hotels is bullish.

Indian hotel industry is adding around 60,000 quality rooms, currently in different stages of planning and development. Multinational companies in hotel industry giants are flocking India and forging joint ventures to earn their share of pie in the race. Government of India has been approved 300 hotel projects, nearly half of which are in the luxury range in across the country. With a approximate figure of USD 23 billion software services sector pushing the Indian economy skywards, more and more IT professionals are flocking to Indian metro cities. The Hotel industry in India is set to grow at 15% a year. This figure will skyrocket in 2010, when Delhi hosts the Commonwealth Games. There is already, more than 50 international level budget hotel chains are moving into India to stake their turf. Therefore, with opportunities galore the future scenario of Indian hotel industry looks like possibility of ocean.

Hotel industry is expected to grow by 5%-8% in financial year 2014-15. Growth is expected to strengthen to 9-11% in 2015-16 showing modest increase in occupancy and small traction in rates. Since last 12 months, ICRA expects RevPAR (Revenue per Available Room) to improve by 7-8% driven by up to 5% pickup in occupancies and 2-3% growth in Average Room Rates (ARR). The margins are expected to remain largely flat for financial year 2014-15 while a moderate albeit sub-par expansion is expected in financial year 2015-16. Information and Credit Rating Agency (ICRA ltd) estimates the revenue growth of Indian hotel industry strengthening to 9-11 per cent in 2015-16. India is fastest growing nation in the wellness tourism sector in the next five years, clocking over 20% gains annually through 2017, according to a

study conducted by SRI International.

Bengaluru also represents some stabilization with incremental supply being slowly absorbed, however the newer properties launched during financial year 2012-14 continue to struggle with weak RevPARs. The National Capital Region (NCR) is exhibiting wide variation in performance across the Delhi, Noida and Gurgaon. National capital of India (Delhi) has been exhibiting 1-2% growth in ARR & Occupancies during financial year 2014-15.

India has nearly 29,000 premium rooms of world class under development to be launched over the next six years. It is estimated that next supply bump will hit the market in 2016 across Bengaluru, Mumbai, Kolkata, and Noida with over 6,500 rooms. Hotel industry markets like Pune and Gurgaon will also see sizable room additions.

Table 8: Forecast of Room Requirement by 2021

Total Travelers in 2011 (Domestic & International)	810 Million
Existing stock of Hotel Rooms (Branded & Unbranded)	1,63,038 Rooms
Ratio of Travelers to Hotel Rooms	4,969 rooms
Total travelers by 2021 (Domestic & International)	1,747 Million
Keeping the Ratio of Travelers to Hotel Rooms Constant - Total Rooms Required by 2021	3,51,540 Rooms
Available Room Nights in 2010/11	5,95,08,797
Nationwide occupancy in 2010/11	68%
Accommodated Room Nights in 2010/11	4,04,65,982
Available Room Nights by 2021	12,52,57,208
Total Number of Rooms Required by 2021	3,43,170 Rooms
Existing stock of Hotel Rooms (Branded & Unbranded)	1,63,038 Rooms
Additional Rooms Required @7% growth rate	1,80,133 Rooms

Increase in Foreign Arrivals

- Over 7.757 million foreign tourist arrivals were reported in year 2015
- Foreign tourist arrivals increased at a CAGR of 7.1% during 2005-15
- It is estimated that by 2025, foreign tourist arrivals are expected to increase to 15.3 million, according to the World Tourism Organization.
- Tourism in India accounts for 6.8% of the GDP and is the third largest foreign exchange earner for the country
- The tourism and hospitality sector's direct contribution to GDP is about to US\$ 44.2 billion in 2015.
- Over the period between, 2006–15, direct contribution is expected to register a CAGR of 10.5%.
- The direct contribution of travel and tourism sector to GDP is expected to grow 7.2% per annum to US\$ 88.6 billion (2.5 per cent of GDP) by 2025

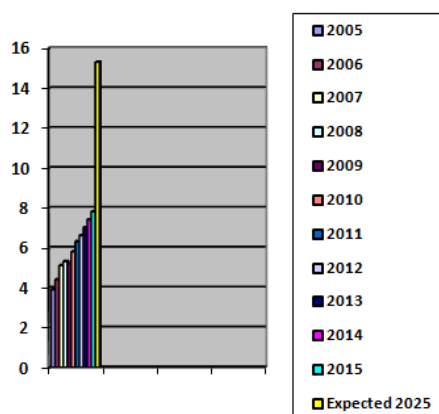


Figure 5: Growth of Tourism and Hospitality in India

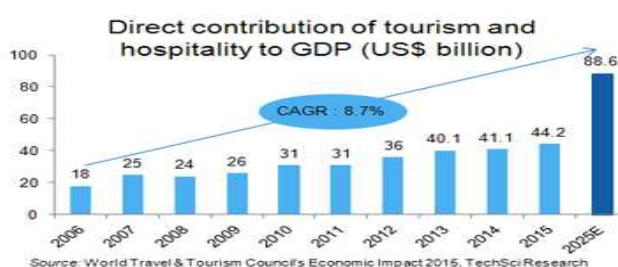


Figure 6

HUMAN RESOURCE FOR TOURISM

Ministry of human resource development of India focused recently for tourism industry. To develop our nation as well as organizational development, there is need more attention to effectively mobilize the human resource. The mobilization of human resource would need to develop the human resource, their skills, knowledge, and attitudes. The primary requirement to develop tourism industry is good competencies for executing various demands and professional managers, and the most important task that is neglected very much is the training of the existing staff to get a professional outlook for the tourism industry. Tourism industry no doubt is a growing very fast industry; there is huge requirement of efficient and trained personnel to carry out various tasks related to technical jobs. It is basically a service industry so that assets of an organization can be their industry personnel. In the tourism industry there are varieties of jobs from tourist guides to well trained drivers and also managers for managing various tourist services. There must need to give special attention on training of existing staff to increase the level of satisfaction of the tourist. As a manager of tourism industry must be ensured that there should not be any loophole in the facilities and services provided to the customer. Nodal agencies of Ministry of Tourism for the formulation of national policies and various programmers and for the co-ordination of various Central Government Agencies, different State Governments/UTs and the Private Sector for the development and promotion of various forms of tourism in the country. In fact the ministry is headed by the Union Minister for Tourism and it is supported by Minister of State for Tourism in different states. There is administrative head of the Ministry is the Secretary of Tourism. The Secretary acts as the Director General (DG) of Tourism. Director General of Tourism's office (now merged with the office of Secretary of Tourism) provides directions for the implementation of various policies and programmers'. The office of overseas are primarily responsible for tourism promotion and marketing

in their respective areas and country and the field offices in India are responsible for providing necessary information about service to tourists and to monitor the progress of field projects. The Ministry of Tourism has under its charge a public sector undertaking, the India Tourism Development Corporation and the following autonomous institutions: Indian Institute of Tourism and Travel Management (IITTM), National Institute of Water Sports (NIWS), National Council for Hotel Management and Catering Technology (NCHMCT) and Institutes of Hotel Management.

MEDICAL FACILITIES

Since India has been grown up as top-notch destination specially for medical treatment, travel for medical purpose has been increased because it scores high over a range of factors that determines the overall quality of care. You may estimate a complex surgical procedure being done in a any world class global hospital by renowned medical specialists is too high in comparison of treatment in India. From different quality of various therapies, treatment and range of procedures, infrastructure and skilled manpower to perform any medical procedure with very low waiting time, such benefits of travelling for medical treatment in India are many. The healthcare system in India is as good as the best in the world. India not only maintains a robust accreditation system but also a large number of accredited facilities (approximate 275 such facilities that match to any global infrastructure standard). There has a good number (22) of Joint Commission International (JCI) accredited hospitals and compares well with other countries in Asia. In fact, these set of approved hospitals and medical centers in India can provide care at par or above global healthcare standards.

The medical tourism market in India is projected to reach approximately US\$ 3.9 in size this year having grown at a CAGR of 27% over the last three years, showing report by FICCI and KPMG jointly. It is also estimated that the inflow of medical tourists towards India is expected to cross 320 million by year 2015 compared with 85 million in year 2012. The tourism industry taking benefit of e-visa scheme resulted in to sizable growth in medical tourist arrivals in India.

OTHER BASIC AND FUNDAMENTAL FACILITIES

The basic facilities that includes water, electricity, sanitation and telecommunication these facilities are very essential for any tourist centre. Government is responsible to provide these facilities in the country to promote tourism within the different regions. These are considered necessary aid to the tourist centre. For a tourist destination various important facilities like swimming, sporting, boating, yachting, surf riding and also other facilities like deeming recreations and amusements is an important feature of the tourist activities at destinations. The two types of amenities such as natural and manmade. Beaches, sea-bathing, fishing, climbing, trekking, viewing etc. are come under the former category. Entertainments and other facilities which cater for the special needs of the tourists are also very important for tourist satisfaction.

CONCLUSIONS

India is place of many religions can characterized by a diversity of religions belief and practices. The mass movement undertaken by the people in ancient time mostly motivated to religion practices. In the 21st when world is too developed many mode of transportation available even then prime motivation to travels are religion practices. After the independence of India, it develops its transportation network from east to west and north to south to make efficient and comfortable journey within the country. Indian railway among the largest rail network with 7,146 stations, the 64,600kms railway track enables the running of 19,000 trains on a daily basis. The total road length in India including state highways,

national highways and district and rural road is approximated by 2015 is 4.87 million kms making the India road network the second largest road network in the world after the United State. The aviation industry improved revolutionary during sixties when jet engine aircraft introduced with high speed making the world as a whole. The International Air Transport Association (IATA) reported that India's domestic passenger traffic increased by 18.2 percent in May 2015.

Most of world heritage sites in India are well connected by road, rail, and air transportation in the country, but there are some heritage sites still situated very long distance from the airport and railway station. Mass tourism in India demands improved travel as well as other associated infrastructure in the country. Tourism and Transport since the 1970s where tourism became increasingly affordable for developed economies, the number of international tourists has more than doubled. The expansion of international tourism has a large impact on the discipline of transport geography. The accommodation industry in India has huge gap between demand and supply. The challenges of infrastructure development, environment protection policies and above all, the shortage of skilled manpower, both at craft and management level in the tourism industry, loom large.

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