

**GOVERNMENT OF INDIA  
MINISTRY OF TOURISM AND CULTURE  
DEPARTMENT OF TOURISM  
MARKET RESEARCH DIVISION**

**20 YEARS PERSPECTIVE PLAN  
FOR  
THE SUSTAINABLE DEVELOPMENT OF TOURISM  
IN THE STATE OF TRIPURA**

**(January 2003)**



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## PROLOGUE

Northeast region has been a fascination for us since our earlier encounters with the Sikkim Himalayas and the great Brahmaputra of Assam, during the last two decades. Our professional projects in these regions gave us opportunities to explore this region of wonderful natural beauty, unique treasure of diverse flora and fauna and ethnic culture of very warm people.

However visiting Tripura, Mizoram and Nagaland under the assignment of the Department of Tourism, Govt. of India, opened up unimaginable insights for us. It gave us an opportunity to understand the Northeast more closely. Each state has its own charm and its unique identity of varied landscapes and people. We were able to feel and understand innumerable problems of the people otherwise hidden behind their ever-smiling faces.

The explorations in Tripura have been a delightful experience. This is the land of low, lush green hills gently merging into the flat fertile river basins under paddy cultivation. The land is also dotted with scenic water bodies all over the countryside, even within the urban areas. Its people exude simplicity, honesty, hospitality and cordiality. The life of these passionate people revolves around the strong religious sentiments on one side and art in various forms on the other side. However the secular approach in public life and the harmonious living together of different communities is commendable. It is the land of cultural synthesis. The insurgency due to socio-political reasons has crippled the day-to-day life of people in Tripura. However the soft and democratic approach to resolve this complex issue appears very unique. The royal grandeur of Agartala, Udaipur and the heritage sculptures of Unakoti, Debnatura and Pilak have made strong impressions on our minds. Equally memorable are the experiences of the rains and rainbow at the scenic Dumboor Lake, deep gorges of the Gumati River and the Kamalasagar Lake from where we watched the trains whistling through the Bangladesh, just across the border. It was an experience to listen to the Ravindra music and the songs of Nazrul Islam while travelling and also to learn about the association of Ravindranath Tagore and Sachin Dev Burman with Tripura. And of course, the memories of delicious Jackfruits and Pineapples of Tripura will remain with us for a very long time. The enthusiasm of the Director, the Engineer and the other officials of the Tripura Tourism and also the local people during these field trips was commendable. The accessibility to the senior bureaucrats and the politicians was easy and interactions were cordial and full of warmth.

**We dedicate this study report to the PEOPLE OF TRIPURA.**

We are extremely grateful to the Department of Tourism, Government of India for giving us this invaluable opportunity to understand the Northeast. We faced a lot of hurdles during this endeavour. The short time frame coincided with the torrential monsoon. The communication was difficult. Adverse climate, landslides, frequent cancellations of flights regularly disrupted our travel plans. Accessibility to the remote regions was almost impossible. Over and above all this, we also had a brush with encounters of insurgency.

In spite of these obstacles, we have tried our best efforts to evolve a strategy for the sustainable tourism development in the region. We are hopeful that these efforts would attract more tourists to the Northeast to bring in socio-economic revolution in the region in the coming years. We strongly feel that entire country must contribute intellectually, politically and financially for the total rejuvenation of this neglected region.

ULHAS RANE  
PRINCIPAL INVESTIGATOR

# EXECUTIVE SUMMARY

## 20 YEARS PERSPECTIVE PLAN FOR THE SUSTAINABLE DEVELOPMENT OF TOURISM IN THE STATE OF TRIPURA

### 1. INTRODUCTION:

Tourism has become one of the most flourishing industries in the world. Today, it is the second largest and fastest growing industry, next only to the petroleum industry. Worldwide, tourism is emerging as one of the biggest employers compared to any other economic sector. It offers opportunities for economic, cultural and political exchanges, generates employment, foreign exchange and raises living standards. It facilitates social integration and international understanding.

The vast potential and the need for rapid development was recognised only in the Seventh Plan, subsequent to which tourism was accorded the status of an Industry, thereby encouraging private investments in this sector.

The national action plan for tourism (1992), defines the objectives of tourism development in India and the primary strategy for its development:

- a. It is a unifying and a nation-building force, through fostering greater national and international understanding, particularly amongst the youth of the country.
- b. It serves to preserve and enrich India's cultural heritage.
- c. It brings socio-economic benefits.

The strategy for achieving these objectives has been outlined as:

1. Improvement of tourist infrastructure
2. Developing areas on a selective basis for integrated growth, along with the marketing of destinations on the basis of a 'Special Tourism Area' concept.
3. Restructuring and strengthening of institutions for development of human resources.
4. Evolving a suitable policy for increasing foreign tourist arrivals and foreign exchange earnings.

**Environmental Parameters:** Any development has to consider its possible adverse impacts on the surrounding environment and the conservation of various ecological elements must be considered as a priority obligation.

Tourism development projects generally tend to be within ecologically sensitive regions such as hills, seashores, lakes, rivers, national parks/sanctuaries, and heritage sites. Insensitive and haphazard planning for tourism development can ruin these regions of natural heritage. The tourism development plan for a region must carry out environmental impact assessment and work out sustainable management strategies.

In the case of Tripura, which lies in the ecologically sensitive region of the northeast India, the priority consideration for tourism development should be environmental and ecological conservation. The region also has very rich ethnic tribal culture and the whole tourism development plan should be sensitive to all the heritage parameters.

Considering the unique and environmentally fragile region of northeast India in general, and Tripura in particular, it is almost imperative that the tourism planning of the region should evolve around the concept of Eco-tourism.

**Tourism development in Northeast India & Tripura:** It is unfortunate that due to socio-political and geographical reasons, the entire Northeast has remained neglected and backward from the development point of view. In spite of very high literacy rate in the region (around 80%), progress and benefits have not reached the Northeast even today. The concept of Tourism development is very recent in this region and is in its infancy. A few states like Sikkim and Assam have taken a few strides in developing tourism, with emphasis on eco-tourism, wildlife tourism, cultural tourism and adventure tourism. The other states have also commenced their efforts during the last decade.

However, the tourism development of the Northeast region needs to be targeted via a regional approach rather than an individual state approach. The basic needs for tourism development of the region are efficient infrastructure, good connectivity between the states and peace in the region. The entry permit formality required for a few states for both domestic and international tourists is a major deterrent to the region's tourism attractiveness.

**Objectives of the Study:** The Department of Tourism, Govt. of India commissioned this study in order to prepare a 20-year perspective plan for the sustainable development of tourism in various Indian states with the following major objectives:

1. Prepare a 20-year perspective plan for developing sustainable tourism in the state, providing a phased programme while considering the available resources
2. Indicate short-term and long-term plans, targets and ground realities
3. Indicate all activities to be undertaken by different agencies with a definite time frame to achieve these activities
4. Assess the existing tourism scenario in the state with respect to natural resources, heritage and other socio-cultural assets, quantitative and demographic factors such as population, employment, occupation, income levels, services and infrastructure.

## 2. TOURISM IN TRIPURA:

Tripura attained full statehood from Union Territory status on 21 January 1972. It is one of the eight Northeastern states, and is the second smallest State of India. It was a former princely state and was ruled by the Maharajas of the Manikya dynasty. It was an independent administrative unit under the Maharaja even during the British rule in India, and attained its Union Territory status on November 1, 1956

Tripura has a geographical area of about 10,492 sq. km. Almost two-thirds of the state is under hilly terrain and it is surrounded on three sides by the deltaic basin of Bangladesh. The State is situated in the Southwestern extremity of the Northeast region of India. It shares a border of 1001 km perimeter with Bangladesh, Assam and Mizoram. The international border with Bangladesh is 856 km, most of which is completely open and porous. Topographically, the state is characterised by hill slopes, *tillas* (hillocks), *lungas* (land areas between the tillas), flat lands, rivers and lakes.

The Tripura tribals are divided into two groups: Puran Tripuras and Natun Tripuras. The Puran Tripuras are the original inhabitants of the State and constitute a little over 16% of the total and 57% of the tribal population of the State. The Natun Tripuras came into existence later as a result of marital contacts between the Puran Tripuras and people from West Bengal.

However, the rest of the community live on hill slopes, practice jhoom cultivation, collect produce from the forest and sell vegetables and bamboos. Their houses are made of bamboo, are built one to two meters above the ground to avoid wild animals. This community is now settling on the plain areas of the State and is adopting stable cultivation partly because of government efforts and partly because of contacts with settlers from West Bengal

In 1979, the Tripura Tribal Areas Autonomous District Councils (TTAADCs) Act was passed. In January 1982, the first election to the District Councils was held and the Councils started functioning since then. The TTAADCs are agencies with powers and territorial jurisdiction to deal with matters of overall development of the tribals in their respective areas.

The greater part of Tripura was earlier covered with forests. Today the situation is different owing the fragmentation of forests by jhoom cultivation. Dense forest today exists only on the hill ranges in some areas. The forests in the State are mainly tropical evergreen, semi-evergreen and moist deciduous types. Sizable area is covered with bamboo brakes, which virtually form a sub-climax type resulting from shifting cultivation from time immemorial. Tripura is situated in the Indian sub-region of the Oriental Zoo-geographic region, and therefore its local flora and fauna bear close affinities with floral and faunal components of the Indo-Malayan and Indo-Chinese sub-regions. There are many species of rare, endemic and endangered plants and animals in the region. Many important animals such as the clouded leopard, gibbon,

Phayre's leaf monkey, stump-tailed macaque, elephants and tigers are found in the State.

Agriculture is the mainstay of Tripura's economy, and is one of the main sources of revenue. According to the 1981 census, 67.29 % of the working population of the State was engaged in agriculture. The agricultural sector, including animal husbandry, contributed to 56.4% of the State's income in 1980-81.

The state has remained land-locked surrounded by Bangladesh on all sides with only small area touching the Indian states of Assam and Mizoram. The entire region has remained neglected, backward and undeveloped. The socio-economic and infrastructure status is poor. The large-scale migration of refugees from then East Pakistan at the time of independence and again at the time of liberation of Bangladesh causing pressure on the natural resources of this small state resulted in unrest and frustration amongst the people. This resulted in a long-term insurgency in Tripura. Tripura is under insurgency even today and is going through a state of turmoil. As such the socio-economic development in general and the tourism development in particular has been lagging behind the other states for over 20 years. The strides in the direction of general development started 1972 onwards, after the independent statehood was given to Tripura whereas the process of Tourism Development in the state was accelerated since 1987, when Tourism was given the status of industry and various incentives were offered.

The status of tourism is reflected in the following statistical data of tourist visits in the northeast and Tripura (Source: Tourist Statistics – 2000, page 58-59, Dept. of Tourism, GOI):

**ESTIMATED DOMESTIC & FOREIGN TOURIST VISITS (1998 –2000)**

Location	1998		1999		2000		Prop. to the total (%)	
	Dom.	For.	Dom.	For.	Dom.	For.	Dom.	For.
Northeast Region (7states except Sikkim)	529784	2909	567284	3570	1489112	11788	0.7	0.2
Tripura	235808	596	246507	335	271158	348	0.1	0.0

Apart from poor infrastructure and communication facilities, insurgency is a major deterrent. The tourist traffic increased substantially after the removal of the entry permit system in the state, in May 1995. However there is a considerable decrease in the proportionate share of Northeast tourists since 2000. There is a shortage of accommodation. Private entrepreneurs are not coming up for hotel business due to heavy capital investments and very slow or no returns. The state tourism department has created satisfactory tourist

facilities with the state and central assistance. However, the tourism has remained very local and increased very marginally.

The Department of Tourism, Govt. of India, under the ministry of Tourism and Culture has been providing liberal financial and technical support for the tourism development in the state based on the projects received from the states.

In the present scenario, the state government's outlook towards tourism development is of total dependence on central assistance. Considering the external adverse factors of complex nature, which are beyond the control of the state government, it is unlikely that the tourism development in the state can be self-sustaining in the near future.

It is quite clear that Tripura has tremendous and quite unique tourism potential. This could be tapped mainly through the concept of Eco-tourism and Heritage tourism. Nature / wildlife tourism, adventure tourism, rural tourism, leisure tourism, pilgrimage tourism, international border tourism could be some special tourist packages

**However looking at the bright tourism potential, enthusiasm of the state government, peaceful ambience and the expected rise in tourist arrivals and receipts, it looks quite possible to make tourism in the state sustainable in a decade. It will require futuristic vision, conscious and planned efforts at all levels and a disciplined action plan and implementation strategy. In the meanwhile, sympathetic approach of the central government will be required to stabilise the socio-political situation in the northeast followed by overall infrastructure development in the region.**

### **3. POSITIVE & NEGATIVE FACTORS:**

**NORTHEAST REGION** (8 states – Sikkim, Arunachal Pradesh, Assam, Meghalaya, Tripura, Mizoram, Manipur & Nagaland):

General **Negative** Factors of NE Region:

Insurgency, Isolated/Neglected & Backward region, Difficult / rugged terrain, Intermittently adverse climatic conditions, particularly in monsoon, Earthquake prone region, Inappropriate Time Zone, Poor communication infrastructure / connectivity to mainland and also within the NE states, Poor development infrastructure: power, roads, industry, transportation, Lack of higher / Professional education & research facilities, Jhoom cultivation causing degradation of natural resources, Lack of exposure to the outside world, Lack of professionalism in attitude and management, Lack of discipline, Lack of emergency medical facilities, Loss of ethnic culture especially in the hilly region

### General **Positive** Factors of NE Region:

Wonderful Natural Beauty of Mountains and Rivers, Unique and endemic flora and fauna, large percentage of land under forest cover, Low population density,

Clean and unpolluted Environment, Closeness to five international boundaries – Nepal, Bhutan, China, Myanmar, Bangladesh, Peaceful cultural relationship with international communities of Myanmar and Bangladesh, Diversity of very charming ethnic cultures, Diversity of folk art forms particularly music and dances, Peaceful intermingling of diverse communities, faiths and cultures Hospitality and warmth of people, Mysticism of the region creating awe and curiosity, Great potential for Eco-tourism and Adventure tourism, Unexplored region for tourism development

### **TRIPURA STATE:**

#### **General Negative Factors of Tripura:**

Subordinate status to Tourism as a sub division of the Department of Information, Cultural Affairs and Tourism (DICAT). No independent status, Degradation of forests / wildlife, Jhoom cultivation and destruction of natural environment, Insurgency and limitations on free movement of people, Poor Connectivity to the other northeast states and mainland, Poor infrastructure of road / rail / air, Influx of migrants from Bangladesh and over population, Loss of ethnic tribal culture due to outnumbering of tribals, Poor hygiene particularly at public places, Indiscriminate animal sacrifice at major temples, No access to major historical royal palaces which have been converted into government offices, Health Hazard – mosquitoes, excessive smoking and chewing of Pan / tobacco / gutka etc., Land locked state with limited accessibility, Limitation in availability of decent vegetarian food, General lethargy and lack of initiative amongst the people

#### **General Positive Factors of Tripura:**

The land of wonderful scenic natural beauty, Exciting topography of hill ranges, low valleys, flat river valleys and water bodies, Moderate climate throughout the year, Unique geographical location within the transition zone of tropical and temperate ecosystems, Tropic of Cancer passes through the heart of Tripura, Wide range of tourism potential, Closeness to the international boundary of Bangladesh, Ethnic and diverse culture with rich art forms and handicrafts, Grandeur of historic royal ambience and monuments, Historical sites with beautiful rock cut sculptures, Historical background of diverse religious co-existence, Role played by Tripura in Bangladesh liberation, A socially advanced state of the country, Rational, socially sensitive, progressive and clean governance, Very high literacy rate, Warm, sociable, tolerant, secular and art loving people, Rich tradition of well known artists in the state, A strong association of Ravindranath Tagore with the state, Unique traditional architecture, Low crime rate, Clean and pollution free environment, Organic agriculture and horticulture, Self dependent in power

generation, Attitude of self dependence and positive outlook at government level

#### **4. TOURISM POLICY FOR TRIPURA**

The broad approach for the tourism development in the Northeast should be regional (incorporating Indian states and neighbouring countries) rather than local. Individual states in the Northeast do have their own specific identity, which should reflect in their detailed local proposals.

The Tourism Development in the Northeast region will depend on integrated approach, involving various government departments, private entrepreneurs, voluntary organisations and local community. This approach will also help in evolving local people's perception towards tourism development as a strong tool for socio-economic upliftment, with self-dependence and without environmental destruction of the region.

The Tourism Policy for the entire Northeast Region should be based on the concept of Eco-tourism with very wide parameters. The eco-tourism should not just mean nature tourism, but also should consider environmental / heritage conservation and education as a core feature.

The strategy is four fold:

- a. Regional (NE) infrastructure development
- b. General infrastructure development in the state
- c. Development of existing / proposed tourism projects
- d. Development of new unique and specific Tourism Projects and Tourism Circuits

We recommend the strategy of stabilisation for the next five years. That will include:

- Complete all incomplete / under construction works of the approved projects
- Obtain approval for the projects in the pipeline awaiting sanction from the Department of Tourism, New Delhi; commence and complete those works as soon as possible
- Do not apply for any more new, infrastructure projects
- Carry out total up-gradation of the entire infrastructure to bring it to excellent standards
- All efforts should be concentrated to identify and develop new and unique tourist spots and tourist circuits with very minimum basic amenities
- Simultaneously, additional efforts should be focussed on effective publicity and marketing through innovative and professional approach

#### SPECIFIC UNIQUE TOURISM PROJECTS FOR TRIPURA:

- Royal Splendour of Agartala, a Heritage Conservation Project
- Lake City of Udaipur, serene amalgam of Nature, Heritage and Pilgrimage, a Composite Project
- Kamalagar International Tourism Centre for History, Culture, Spirituality and Healthcare
- Dumboor Lake Islands & Gumati Wildlife Sanctuary, an Eco-tourism Project
- Jampui Hill Interstate Biosphere Reserve and a Centre for Ecology, Adventure & Culture, an Eco-tourism Project
- Explore Gumati River, a composite project for Ecology, Adventure, Heritage & Culture
- International Heritage Centres at Unakoti & Pilak
- Eco-tourism, Wildlife & Adventure Tourism Projects
- Cultural Tourism through integration at the International / Interstate Tri-Junctions
- Handicraft / Agriculture Centre at Ambasa
- Defence Tourism
- Water Tourism
- Rural Tourism
- Geography / Astronomy Centre at the Tropic of Cancer
- Urban Tourism
- Regional Nature Parks: Ecological Park – Rowa Wildlife Sanctuary, Botanical Park / Orchid Sanctuary – Dharmnagar, Zoological Park – Sepahijala Wildlife Sanctuary
- Pilgrimage Tourism
- Tourism Festivals: Kharchi Puja & Poush Sankranti, Durga Puja, Festivals in collaboration with Star Hotels
- Foreign Tourism Initiatives in collaboration with Bangla Desh

#### SPECIFIC UNIQUE TOURISM CIRCUITS FOR TRIPURA:

Tourism Circuits is a very popular concept in the tourism sector today. The development of such circuits and organising tours on these circuits becomes economical for both tourists and tourism departments.

- **Heritage circuit:** (Unakoti, Pilak, Devtamura, Ethnic Villages under Rural Tourism, Handicraft Centre)
- **Wildlife circuit:** (All sanctuaries & Jampui Hill Biosphere Reserve)
- **International Border Circuit:** (Bangladesh border circuit)
- **Interstate Circuit:** (Mizoram – Tripura via Jampui hills, Mizoram – Assam circuit)
- **River Tourism Circuit:** (Gumati River, Manu River, Dhalai River)

## 5. TOURISM ECONOMICS IN TRIPURA

The general indication of past trends and future projections for 20 years is as under:

### Trends & Projections of Tourist Arrivals at the major Tourist Destinations:

Destination	Past Trends			Future Projections (Annual-average)			
	1999	2000	2001	2002-2006	2007-2011	2012-2016	2017-2021
Agartala			130000	150000	250000	400000	700000
Udaipur			60000	80000	100000	150000	350000
Kamalasagar			5000	6000	8000	12000	20000
Dumboor Lake & Gumati Sanctuary			3000	4000	5000	8000	15000
Jampui Hill Biosphere Reserve			20000	30000	40000	60000	90000
International Heritage Centre – Unakoti, Pilak			20000	30000	40000	60000	90000
Interstate Tri-junctions			2000	3000	5000	8000	12000
Handicraft Centre at Ambasa			2000	3000	5000	8000	12000
Defence Tourism				1000	2000	4000	7000
Rural Tourism				2000	3000	7000	10000
Water Tourism				1000	2000	4000	7000
Pilgrimage Tourism			6000	7000	9000	12000	18000
Astronomy Centre				1000	2000	4000	70000
Regional Parks at Rowa/Dharmnagar/Sepahijala			5000	6000	8000	15000	25000
Heritage Tourism/Circuit			3000	4000	5000	7000	10000
Wildlife Circuit			1000	2000	4000	6000	10000
International Border Circuit			2000	3000	5000	8000	12000
River Tourism Circuit			1000	2000	3000	6000	10000
<b>TOTAL FOR TRIPURA</b>	<b>240248</b>	<b>243389</b>	<b>260460</b>	<b>28000 to 40000</b>	<b>440000 to 700000</b>	<b>800000 to 1000000</b>	<b>1200000 to 1600000</b>

**Note:** The details of the past trends at various destinations are awaited from the Tripura Tourism. The numbers here are the total of domestic & foreign tourists, foreigners being approx. 1% of the total tourists. The percentage of foreign tourists could increase only with very special efforts. The past trends show approximate annual increase of 10%. This rate will continue for the first ten years, after which it may increase to 15%-20%. Since the destination wise details of past trends are not available, assumptions are made based on the availability of rooms/beds and 40% occupancy.

It is our assessment that the present and ongoing projects should provide these minimum facilities to give preliminary impetus for tourism attraction in Tripura. The development of innovative tourism destinations combined with appropriate marketing and publicity strategy should attract steady tourist inflow to Tripura.

### General Evaluation of Tourist Destinations in Tripura:

(**Note:** The evaluation is graded on 1 to 10 scale from poor – fair – best, based on the existing status)

Destination	Attractions	Popularity	Infrastructure	Volume of Traffic Flow	Overall Average
Agartala	8	8	8	8	<b>8.00</b>
Udaipur	8	8	6	6	<b>7.00</b>
Kamalasagar	8	6	5	5	<b>6.00</b>
Dumboor Lake & Gumati Sanctuary	8	6	3	3	<b>5.00</b>
Jampui Hill Biosphere Reserve	8	8	6	5	<b>6.75</b>
International Heritage Centre – Unakoti, Pilak	8	6	4	4	<b>5.50</b>
Interstate Tri-junctions	6	6	3	3	<b>4.50</b>
Handicraft Centre at Ambasa	8	6	5	5	<b>6.00</b>
Defence Tourism	6	6	4	3	<b>4.75</b>
Rural Tourism	6	6	4	3	<b>4.75</b>
Water Tourism	6	6	5	3	<b>5.00</b>
Pilgrimage Tourism	8	8	6	6	<b>7.00</b>
Astronomy Centre	6	6	4	2	<b>4.50</b>
Regional Parks at Rowa/Dharmnagar/Sepahijala	8	6	5	5	<b>6.00</b>
Heritage Tourism/Circuit	8	8	4	3	<b>5.75</b>
Wildlife Circuit	8	8	5	5	<b>6.50</b>
International Border Circuit	8	6	4	5	<b>5.75</b>
River Tourism Circuit	8	6	4	4	<b>5.50</b>
<b>Overall Average for Tripura</b>	<b>7.44</b>	<b>6.66</b>	<b>4.72</b>	<b>4.33</b>	<b>5.79</b>

We feel that future picture is quite optimistic. Even considering the limitations of the last two parameters (due to the existing status), the average rating worked out for all major destinations varies between 4.50 and 8.00, whereas overall average for Tripura works out approx. 5.79 (i.e. Fair).

- **Privatisation Strategy:**

The role of the Tourism Department should be to develop the tourism potential in the state by creating infrastructure and developing tourist spots. It should get out of the implementation process as early as possible. The privatisation of

various facilities with different strategies makes the projects sustainable in the long run. However, in the present nascent stage, it may not be possible for the department to attract private entrepreneurs who could take risk and invest funds since the tourism market is unpredictable. The Tourism Department will have to prepare its own strategy of sustainability through economic / participatory / collaborative projects for the next ten years. At the same time efforts must be continued to involve the private participation in the creation of infrastructure, through attractive incentives and benefits. A few popular tourist spots could be offered on a BOT basis as an experiment.

- **Action Plan for Privatisation:**

- a) Fiscal evaluation of the existing infrastructure on a realistic / business-like manner, according to various categories.
- b) Auction / offer Tourist Lodges to private entrepreneurs / authentic NGOs/ reputed charitable institutions on an appropriate terms and conditions.
- c) Offer restaurants to reputed charitable institutions, particularly Women's Organisations for management on lucrative terms and conditions
- d) Offer service oriented infrastructure like booking counters, information booths, STD booths etc. to the deprived sector (educated unemployed, handicapped, women, students etc) in an individual / organisational capacity. This offer could be charitable / subsidised.
- e) Offer incentives to the existing staff to form co-operatives to run / manage existing Tourist Lodges, Restaurants etc. on reasonable terms and conditions.
- f) Offer new infrastructure development to Village Councils, NGOs, private entrepreneurs etc. on a turnkey basis (BOT i.e. built, operate, transfer), if necessary, even on long term basis.
- g) Offer development of smaller infrastructure like wayside amenities, public toilets, tourist transport etc. to existing local entrepreneurs on lucrative terms and conditions.
- h) Offer financial incentives like interest free loans, soft loans, tax concessions, low lease rent etc. to encourage private participation in the tourism industry
- i) Offer remote area concessions and incentives to private entrepreneurs for the development of tourism destinations and infrastructure in remote regions. These could include free land, partial subsidy for development etc.
- j) Give wide publicity to the schemes being offered for privatisation. Keep the terms of offer lucrative like low/refundable deposits, quick decisions on proposals etc.
- k) Protect long-term government interest by legally safeguarding the terms of offers and agreements. The terms should also ensure long-term maintenance of infrastructure and quality service.
- l) The Department should work out effective strategy to regularly monitor the privatised properties and ensure the quality of service.

- **Governmental Funding Avenues:**

The Tourism Department must try various funding avenues in the process towards making activities economically feasible and sustainable. The state / central governments may provide limited assistance for the initial gestation period. However, a definite strategy has to be worked out for the long-term maintenance of such facilities. Other funding avenues should be tapped. Various government departments and organisations provide specialised funding for specific projects related to their activities and tourism sector being a versatile sector could tap these resources.

- **Institutional Funding Avenues:**

There are many national and international organisations / universities which are interested in long term ecological research and appropriate development in the regions like Northeast. The tourist infrastructure could be also used for such complementary activities and made sustainable.

The Institutional Funding Agencies may be classified under the following categories:

**National Non-Governmental Organisations (NGOs)**

**International NGOs**

**International Government Agencies**

**Inter Governmental Organisations (IGOs)**

- **Modalities of Funding:**

The above-mentioned funding agencies have their own norms and modalities for funding. Most of them have their own specific interests in the areas to provide funding e.g. environment, forests, water, infrastructure, heritage, education, tourism, rural development, women's empowerment etc. Generally all funding agencies have their own formats of application for the funding. They also have time frames and schedules. Most of the funding agencies prefer to collaborate with the Government Departments, however they also like to involve NGOs and also look for people's participation. International Funding Applications need to be routed through the Ministry of External Affairs and also the Central Government Ministries related to the Projects.

The international funding agencies have different approaches. Some provide funding in a form of Grant and also technical know-how / human resources etc. These are collaborative projects, bilateral or multilateral. The ODA and European Union provide funding in this manner. These are generally long term projects (5 to 10 years) and the funding agencies regularly monitor the progress of the project through their own consultants / specialised institutions. These agencies generally provide 100% funding on the cost estimates worked out jointly, however they ensure the commitment of the grantee to look after, maintain and continue the project in future. The agreements / MOUs ensure

these clauses for the commitment. These agencies also ensure the participation of the grantee in the form of existing infrastructure including human resources, land etc. at the beginning of the project.

The Tripura Tourism could attempt to get such funding for following specific projects:

1. Kamalasar Project as an International Tourism Centre, History, Culture, Spirituality & Healthcare Integration Project
2. Handicraft & Agriculture Centre at Ambasa as a Rural Development & Women's Empowerment Project
3. Cultural Tourism Centres at International / National tri-junctions as Cultural Integration Project
4. Geography / Astronomy Centre at the Tropic of Cancer as an Educational Project
5. Dumboor Lake Islands & Gumati Wildlife Sanctuary as an Eco-tourism / Eco-development / Adventure tourism Project

There are other funding agencies, which are basically financial institutions like Asian Development Bank (ADB), Overseas Economic Corporate Fund (OECF), now JBIC, International Monetary fund (IMF) etc. These agencies provide soft loans for mostly development projects. They have their own parameters to decide about the eligibility components. Such funding is generally provided to the Government Departments and there are standard norms of sureties for repayments etc. They also insist for proportionate investment / participation from the recipient. For example, the JBIC provides financial assistance in a form of soft loan up to maximum 85% of the total project costs. The eligible components for JBIC are Land Cost, Infrastructure Development Cost, Compensation / Rehabilitation cost, Duties & Taxes, Interest during the implementation of the project etc. These loans are provided to the State Government Departments on the approval of the Ministry of External Affairs. Most of the times, 30% of the approved amount is provided as Grant and 70% as Loan. This type of funding is very useful for tourism development projects, wherein the State Governments do not have financial resources to develop the basic tourism infrastructure and at the same time, once such an infrastructure is created they can start generating revenue on a regular basis. However, the state government will need to provide the seed money to the extent of 15% of the project cost

The Tripura Tourism could attempt to get such funding for following specific projects:

1. Urban & Heritage Tourism i.e. development of Agartala and Udaipur
2. Regional Parks at Rowa, Dharmanagar & Sepahijala
3. Development of Tourism Infrastructure i.e. roads & services at the tourist destinations, signage etc.
4. Computerisation of tourism services, Publicity infrastructure, Capacity Building etc.
5. Cultural Centres in other parts of the country

- **Tourism Economics:**

In 2001, T & T in India will generate Rs. 1,564 billion in economic activity (total demand), making India the 22<sup>nd</sup> largest tourism market in the world. The contribution of the T & T Economy to GDP is impressive in dollar terms. The potential contribution of tourism to India's GDP as seen today is at 5.3% as compared to the world average of 10.7%, and India ranks 140th in the world when tourism's contribution to GDP is measured.

In terms of employment, India's T & T Economy accounts for 25 million jobs (World Rank 2). This translates to a share of 6% of all employment, giving India a rank of 140. The Department of Tourism's estimates of T & T Industry jobs are 4.2 million. Similarly, despite employment of 12.3 million and a world rank of 2, the T & T Industry in India contributes 2.9% of total employment as compared to a world average of 3.1% and ranks 111th in terms of percentage contribution to total employment.

Tourism can play an important, pioneering and effective role in achieving the growth targets set out for the nation. The primary objective of tourism development in India is to accelerate economic growth significantly, so as to meet a series of socio-economic imperative that are unique to India.

## 6. BLOCK ESTIMATE & FEASIBILITY

The Block Estimate is worked out to give overall idea of the financial involvement of this Perspective Plan. The estimate does not include recurring costs.

S.No.	Item	Approx. Qty.	Rate in Rs.	Amount (in Rs. Lakhs)
<b>I</b>	<b>BASIC INFRASTRUCTURE</b>			
1	Up-gradation of Infrastructure: Average built up area per T. Lodge – 800 Sq. M. X 15 Nos.	12000 Sq.m.	2500	300
2	Up-gradation, Construction of roads (2 lane) up to the tourists destinations / infrastructure	50.00 Kms	4000000	2000
3	Up-gradation / maintenance of Vehicles – 5 Jeeps & 2 buses	10 years	1000000	100
4	New vehicles – Jeeps, Mini buses & maintenance	10 Nos	1000000	100
5	Landscape & Environment Design	50 Sites	600000	300
				<b>2800</b>
<b>II</b>	<b>PUBLICITY / MARKETING</b>			
6	Signage & Hoardings	200 Nos	50000	100
7	Publicity, Literature etc.	20 years	1000000	200
8	Computerisation & Information Technology	20 years	2000000	400
9	Information Counters	20 Nos	500000	100
10	Programmes, Activities	20 years	500000	100
10-A	Foreign Tourism Initiatives – Bangla Desh	20 years	1000000	200
				<b>1100</b>

<b>III</b>	<b>HUMAN RESOURCE / RESEARCH</b>			
11	Documentation & Research of Cultural Heritage	3 years	Lump sum	100
12	Capacity Building, Staff Training	20 years	2000000	400
				<b>500</b>
<b>IV</b>	<b>TOURISM INFRASTRUCTURE</b>			
13	Cultural Centres in Metro cities	5 Nos	10000000	500
14	New Wayside Toilets / Amenities	20 Nos	1000000	200
15	New Tourist Lodges	15 Nos	10000000	1500
				<b>2200</b>
<b>V</b>	<b>PRODUCT DEVELOPMENT</b>			
16	Agartala / Udaipur / Jampui Hills	3 Nos.	100000000	3000
17	Kamalasagar / Dumboor Lake / Pilak	3 Nos.	100000000	3000
18	Tourism Festivals – 2 Nos	20 years	1000000	200
19	New Large Projects	15 Nos	50000000	7500
20	Tourism Circuits	4 Nos	10000000	400
				<b>14100</b>
<b>21</b>	<b>Total</b>			<b>20700</b>
22	Unforeseen		10 %	2070
23	Contingencies		5 %	1035
24	Inflation		10 %	2070
25	Administrative Expenses		10 %	2070
26	Consultancy Fees		10 %	2070
<b>27</b>	<b>GRAND TOTAL</b>			<b>30015</b>
	<b>SAY APPROX.</b>			<b>30000</b>

### **THE BLOCK ESTIMATE: RS. THREE HUNDRED CRORES ONLY**

#### **FEASIBILITY OF THE PROJECT:**

The Block Estimate shows the total Perspective Plan Outlay for 20 years is approximately around Rs. 300 Crores only.

After looking at the item heads and also the strategic approach following points need specific mention:

1. The items 1 to 5 covering the Basic Infrastructure amount to Rs. 28.00 Crores, which is approx. 9.33 % of the total cost
2. The items 6 to 10 covering the Publicity and Marketing amount to Rs. 11.00 Crores, which is approx. 3.66 % of the total cost
3. The items 11 & 12 covering Human Resource Development & Research amount to Rs. 5 Crores, which is approx. 1.67 % of the total cost
4. The items 13 to 15 covering Tourism Infrastructure, some of which is in the pipeline and awaiting approval amount to Rs. 22 Crores, which is approx. 7.33 % of the total cost

5. The items 16 to 20 covering new innovative Tourism Product Development amounts to Rs. 141 Crores which is approx. 47 % of the total cost
6. The items 25 & 26 covering Administrative and Consultancy expenses amount to Rs. 41.00 Crores, which is approx. 13.67 % of the total cost

The major item in this Plan is the new innovative Product Development projects, which takes about 47 % of the total outlay. Considering the strategy already mentioned in the earlier chapters for these projects, it is clear that these projects will be collaborative projects, likely to be sponsored by various other departments and funding agencies. The Tripura Tourism will have to invest its time and preliminary expenses for the preparation of the detailed proposals, which will be about 20 % of the cost of these projects i.e. 9.4 % of the total cost. This could be manageable within the resources provided by the state and also assistance provided by the central government.

The Publicity & Marketing activities take about 3.66 % of the total cost which is also manageable within the resources of the state government complemented with other sponsorships.

The costs of Basic Infrastructure including up-gradation of existing infrastructure, creating new service infrastructure and new projects (already in the pipeline and awaiting approval), which is about 9.33 % of the total cost amounting to approx. Rs. 28.00 Crores over the period of 20 years could be within the budgetary provision of the Ministry of Tourism, GOI. Under the present allocation, the special provision for the 8 states of Northeast region is Rs. 14.80 Crores i.e approx. Rs. 1.85 Crores per state.

Thus the proposal of the Perspective Plan as worked out looks economically feasible.

It is also envisaged that there will be average 10 % annual increase in the tourist traffic due to these overall efforts. It may boost further more after 5 / 10 years. The overall increase by 100 % in the next 10 years will itself make the Tripura Tourism a profit-making department. At present level also, they have almost managed to cover the recurring costs.

**We feel that the Perspective Plan will not only be economically feasible but also will make the Tourism Development in Tripura very sustainable.**

## **7. COMMUNITY PARTICIPATION & EMPLOYMENT GENERATION:**

Agriculture is the mainstay of Tripura's economy, and is one of the main sources of revenue. According to the 1981 census, 67.29 % of the working population of the State was engaged in agriculture. The agricultural sector, including animal husbandry, contributed to 56.4% of the State's income in 1980-81. In the 1991 census, the number of cultivators constituted 41%, the number of agricultural labourers constituted 25%, the number of household industry/manufacturing processing, servicing and repairing workers

constituted only 5%. Therefore agriculture is still the predominant activity. The number of Registered Factories in 2000-2001 was only 1,349.

The costs and benefits for Tripura Tourism according to the modified version could be like this:

**Hotel Rooms:** Over the next 20 years (2002 to 2021) the expected number of tourists in Tripura ranges between 2,80,000 and 16,00,000 and the subsequent need of rooms ranges between 1000 and 8,000 (see chapter 7). Thus the investments will range from Rs. 100 Crores in 2002 and Rs. 800 Crores in 2021. Most of this investment will be in private sector.

**Employment generation:** Direct – 2 persons per room, Indirect – 4 persons per room. Thus 1000 to 8000 rooms will generate direct employment for 2000 to 16,000 persons and indirect employment for 4,000 to 32,000 persons making the total employment for 6000 to 48,000 persons over the next 20 years

**Air Transport:** As per the requirements of Tripura, the need for 2,80,000 tourists in 2001 to 16,00,000 in 2021 will be 3 to 9 aircrafts. These could also be shared with the adjoining Northeast states. Thus the investment will range from Rs. 1500 Crores in 2002 to Rs.4500 Crores in 2021.

**Employment Generation:** Average 450 persons per aircraft. Thus 1350 to 4050 persons may be employed between 2002 and 2021.

**Other Transport (Railway & Road):** The majority of the tourists will depend on these transport system. Intra state transport will be also through these means. The needs for the number of tourists from 2,80,000 to 16,00,000 over the next 20 years will be approximately 1 % per day. Thus approximate requirements will be 40 buses (2/3 passengers) and 150 jeeps/taxis (1/3 passengers) in 2002, increasing to 200 buses and 750 jeeps/taxis in 2021. The investment will range from Rs. 20 crores (2002) to Rs. 100 crores (2021)

**Employment Generation:** Average 6 persons per bus and 3 persons per jeep/taxi. Thus approximately 700 to 3500 persons may get employment in this sector between 2002 and 2021. This employment will be mostly for local people.

The requirements of investment in the development of rail linkage and subsequent employment generation cannot be predicted at this stage, however it will be considerably economical venture.

**Foreign Exchange:** At present the number of foreign tourists to Tripura is very negligible (approx. 1 %). With more emphasis on the tourism development and conscious efforts to attract foreign tourists this may improve to 5 % over the next 20 years. Thus foreign exchange earning will be to the tune of Rs. 3 Crores (visitor spending) and Rs. 1 Crore (aviation) in 2002, which may increase to Rs. 15 Crores (visitor spending) and Rs. 5 Crores (aviation) in 2021.

The overall costing of the Tourism Development in Tripura under this 20 years perspective plan has been worked out as Block Estimate in the chapter 13. The total outlay of the Perspective Plan over the next 20 years (2002 – 2021), amounts to Rs. 300 Crores, i.e. approximately Rs. 15 Crores per year. The Perspective Plan proposal envisages about 30 % investment from the Government (Central and State) Sector and 70 % investment from the private sector. The Projects will be self-supporting, thus taking care of the recurring costs and future maintenance and up-gradation costs. The growth rate will be low in the preliminary years (up to 5 years), however depending on the initiative and other socio-economic conditions in the Northeast region, the growth rate could increase substantially and the state will accrue all the benefits.

- The total outlay of the Perspective Plan over the next 20 years (2002 – 2021), amounts to Rs. 300 Crores, i.e. approximately Rs. 15 Crores per year.
- It has been estimated that in tourism sector, the investment of Rs. 10 lakhs creates about 58 jobs. Thus Tripura Tourism has potential to create approx. 8700 jobs every year, on the implementation of the Perspective Plan.
- In addition to the job/employment generation directly in the tourism sector, the tourism development also creates opportunities for self-employment in service sector e.g. booking counters, information counters, STD booths, Cyber centres, tourist guides, tourism transport, taxi service, courier service etc. The effect of Employment Multiplier will be enormous in the underdeveloped state like Tripura.
- There will be tremendous opportunity in the secondary employment sector, which provides bulk, services to tourism industry e.g. construction industry, farming and food production, furnishing and equipment suppliers, professionals and consultants etc.

The present status of economy of Tripura is quite bad. The basic economy is based on agriculture, which is seasonal and unpredictable. The other sector that provides employment opportunities is the Government Service Sector, which also has stagnated. The state does not have potential for industrial development to provide large employment opportunities. Even the business opportunities are limited due to the geographical isolation of the state from the country and also due to socio-economic problems of the region. Tripura has tremendous natural resources and they need to be conserved for its overall enhancement in a long term. Considering all these factors, Tourism Development based on strong emphasis of Eco-tourism will be the best opportunity for the socio-economical upliftment of the state of Tripura. The success of Tourism Development in the state like Tripura particularly, will hinge on the local participation. Tripura already has a strong philosophy of participatory governance and a fairly good sector of Voluntary Organisations (Appendix – t). There is overpopulation in the state and at the same time literacy rate is quite high. This has resulted in a large population of unemployed youth. The women and youth in Tripura are not very active and lack enthusiasm. The potential of youth and women should be tapped for multiple purposes. It will achieve employment generation in the otherwise

deprived section of the society, will allow the government activity of tourism development to grow like efficient business and at the same time will bring in the feeling of ownership amongst the local people.

### **Women's Participation:**

The community participation through JTMP should be also complemented with another concerted effort to ensure the participation of Women in the Tourism Development and Management. It is commendable that women in Tripura are industrious, sincere in their duties and full of enthusiasm. However, they have not been offered better opportunities and are still burdened with traditional household and agricultural work in spite of higher literacy. Tourism Industry is an excellent sector for women's active participation. However, special opportunities must be created for their substantial involvement in the tourism sector. The women should be encouraged, with due incentives to take major responsibilities to run some of the activities of the tourism department.

The participatory projects, both JTMP and WTP, have the potential to create enthusiasm amongst a large sector of Tripura society. This would reduce the burden of the tourism department substantially and in turn will create tremendous enhancement in the tourism business.

## **8. PROPOSED STRATEGY & ACTION PLAN:**

### **STRATEGY:**

- Formation of Tourism Council at the State Government level to oversee the implementation and progress of the Perspective Plan for Tourism Development.
- Formation of Steering Committee at the Secretariat level to work out the detailed project development plan and to delegate its implementation.
- Formation of the Co-ordinating Committee at the Tourism Department level to obtain all the approvals from the central and state government and work out detailed implementation plan and supervise the project work
- Appointment of Professional Consultants to prepare the Master Plans and the Detailed Feasibility Reports (DFR) for specific projects
- Appointment of Professional Consultants to work out detailed Project Plans and Estimates for various projects according to the DFR
- Appointment of Agencies to implement the Projects according to the detailed project plans, guidelines and specifications
- Regular supervision, monitoring, reporting and documentation of the progress of various project
- Quarterly assessment of the Projects
- Completion reports of the Projects
- Appointment of Agencies to manage the completed Tourism Projects

- Implementation of the Phased Development
- Regular supervision, monitoring, reporting and documentation
- Annual Fiscal Assessment of the Project Work
- Annual Fiscal and Technical Audit of the Project Work
- Annual Overall Assessment

#### **ACTION PLAN:**

- Technical approval of the Perspective Plan for Tourism Development
- Organisation of a Seminar (3/5 days, in Tripura) for the detailed presentation of the Perspective Plan followed by discussion, brainstorming and strategic action to launch the Tourism Development Project.
- Formation of all the advisory, controlling, supervising, co-ordinating and implementing committees should take place within 3 months of the approval.
- The committees will finalise the prioritisation of the projects for the first five years and initiate further action for the implementation of those projects. This decision should be taken within 6 months of the approval.
- The appointments of Professional Consultants for the individual projects, which have been prioritised by the committees. This process should be completed within 6 months of the approval so that the Consultants commence the work of preparation of the Master Plan and the DFR in the 7<sup>th</sup> month
- The Consultants complete and submit the Master Plan and the DFR of the respective Tourism Projects within 12 months of the approval.
- The Committees will approve the Master Plan and the DFR of various projects and initiate further action to make financial provision for the implementation and also to appoint the Consultants to prepare the detailed Project Plans and Estimates. This action will be taken within 15 months of the approval.
- The Working Groups will be given the responsibility of certain projects within the Perspective Plan, which could be implemented in-house by the Tourism Department. The implementation action on such projects will commence within 6 months of the approval.
- The Consultants will complete and submit the detailed Project Plans and Estimates within 18 months of approval. The Committees will assess and initiate these projects for implementation within 24 months of approval.
- The Agencies will be appointed for the implementation of the projects. The Project works will commence immediately and shall be completed within 36 months of the approval.
- The Committees will continue regular monitoring and assessment in consultation with the Professional Consultants.
- The routine work and activities of the Tourism Department will continue through the Working Groups of the Tourism Department.

- The Committees will carry out annual Fiscal and Technical audit of the Project Work in progress.
- The further progress of the Perspective Plan for the Tourism Development will continue with the similar strategy according to the phase wise development plan.

**The Perspective Plan for the Tourism Development of the State of Tripura is envisioned for the next 20 years. Such a large and broad visionary plan requires to be phased out in a systematic manner for its realistic detailed planning and implementation.**

## **9. CONCLUSION:**

The proposed Perspective Plan for the Tourism Development in Tripura takes into consideration all facts and recommends new and innovative complementary concepts without too much of financial liabilities. Tripura Tourism will get a tremendous boost due to these innovative large projects, which have varied character and could attract tourists from varied avenues. It is also possible to attract tourists to Tripura at multiple times because of these diverse activities and attractions.

Tripura state, like the others in the Northeast Region, has to deal with various difficulties, infrastructure hurdles and socio-political problems. These are beyond the control of one single state. It will take sometime to resolve these issues, when tourism in the region will start growing. The Perspective Plan envisages this and attempts to make the Tourism Department act like a catalyst to augment the tourism potential of the state. Over the years, tourism will be a community activity in Tripura with Tripura Tourism taking a role of the initiator and facilitator.

# 20 YEARS PERSPECTIVE PLAN FOR THE SUSTAINABLE DEVELOPMENT OF TOURISM IN THE STATE OF TRIPURA

## CHAPTER – 1

### INTRODUCTION

#### 1. BACKGROUND OF TOURISM DEVELOPMENT

Man started travelling long distances after the invention of the wheel, about ten thousand years ago. Later on he created carts and also used animals to pull them. This provided speed and comfort to his travels. Some men travelled long distances for different reasons. About 2500 years ago, Goutam Buddha travelled to share the Truth that he had discovered, with the people of the world. His disciples travelled all over the world to spread the message of Buddhism. Alexander the Great, who was born in Greece, travelled eastwards up to India with a mission to conquer the world. About a thousand years ago, Adi Shankaracharya travelled from Kerala to all parts of India to spread the message of Hinduism. In this process, he set up four *dhams* in four directions of India, which have become sacred places for the people of India to visit every year. A lot of people in India have been travelling every year on pilgrimage tours to the *Himalayas* and to the sacred rivers of *Ganga and Yamuna*. Columbus and Vasco-da- Gama travelled in search of new land. There had been human migrations in history in the quest of fertile land and better opportunities. The Aryans who lived in Central Asia moved to Europe and India for environmental, social, political and economical reasons. However some people travelled in search of knowledge due to tremendous curiosity. They maintained travel accounts, which became historical records. Chinese travellers, Fa-hien and Hieun Tsang, who visited ancient India, provided a lot of information on ancient India through their travelogues. This was travel, but not Tourism as we see it today.

The concept of Modern Tourism is not more that 50 / 60 years old. The world has become small due to the inventions brought out by the science and technology. Travel and communication has become very easy and convenient. The industrialisation has also made our life easy. People do not have to work as hard as they did about a hundred years ago. They have leisure time to rest. They get holidays from work. Employers not only encourage their employees to take holiday, but also subsidies their travel. This has resulted in a travel boom all over the world. It has been estimated in 1997, that around 500 crores people travel for holidays every year and about 65 crores out of them travel internationally. This travelling to various destinations for pleasure and business cum holiday, by spending your own money is Modern Tourism. This

tourism brings prosperity in the areas visited by people. It also brings people of the world closer to each other.

## 2. GLOBAL TOURISM TRENDS

Tourism has become one of the most flourishing industries in the world. Today, it is the second largest and fastest growing industry, next only to petroleum industry. Worldwide, tourism is emerging as one of the biggest employers than in any other economic sector. It offers opportunities for economic, cultural and political exchanges, generates employment, foreign exchange and raises living standards. It facilitates social integration and international understanding.

Table 1: REGION WISE DISTRIBUTION OF ARRIVALS / RECEIPTS  
(1999 & 2000):

Region	Tourist arrivals (Millions)		% Change		Tourist receipts (US \$ Billion)		% Change	
	1999	2000	1999	2000	1999	2000	1999	2000
Africa	26.5	27.6	6.4	4.2	10.3	10.7	4.0	3.9
America	122.2	129.0	2.3	5.5	122.4	136.4	4.4	11.4
East Asia/ Pacific	97.6	111.9	10.9	14.7	75.2	82.5	6.4	9.7
Europe	380.2	403.3	1.7	6.1	233.1	231.5	0.6	0.7
Middle East	18.2	20.6	20.5	13.2	9.8	9.7	11.4	-1.1
South Asia	5.8	6.4	11.5	10.3	4.6	5.1	7.0	10.9
<b>World</b>	<b>650.4</b>	<b>698.8</b>	<b>3.8</b>	<b>7.4</b>	<b>455.4</b>	<b>475.8</b>	<b>2.9</b>	<b>4.5</b>

International tourism has grown steadily since 1950, as also tourism expenditure. The revenue from international tourism means a lot to the host country as it is contributed by foreign visitors in foreign exchange. This becomes very useful for the host country for its economic and infrastructure development. The World Tourism Organisation (WTO) estimates that international tourist arrivals will exceed 160 crores by the year 2020.

Tourism has become so important and competitive that about 150 countries have set up National Tourist Organisations to attract foreign tourists to their countries and also to encourage their own people to travel within their own country. The following table will provide a global picture (2000) of the country wise earning in the world tourism (Source: WTO):

Table 2: WORLD TOP 20 TOURISM EARNERS (2000)

Rank	Country	International tourism receipts (US \$ Million)	International tourism arrivals in (000)	Rank
1	United States	85153	50891	2
2	Spain	31000	48201	3
3	France	29900	75500	1
4	Italy	27439	41182	4
5	United Kingdom	19544	25191	6
6	Germany	17812	18983	10
7	China	16231	31229	5
8	Austria	11440	17982	11
9	Canada	10768	20423	9
10	Greece	9221	12500	15
11	Australia	8442	4946	34
12	Mexico	8295	20643	8
13	Hongkong	7886	13059	14
14	Turkey	7636	9587	20
15	Russian Fed	7510	21169	7
16	Switzerland	7303	11400	17
17	Thailand	7119	9509	21
18	Belgium.	7039	6547	24
19	Netherlands	6951	10200	19
20	Korea Republic	6609	5322	29
	<b>WORLD TOTAL</b>	<b>475800</b>	<b>6988000</b>	

### 3. TOURISM POLICY IN INDIA

Economic planning in India has followed the system of five-year plans. Tourism found no mention in the first five-year plan. In the subsequent five-year plans, tourism was included along with the transport sector and emphasis was towards publicity, planning and assistance to states. It is only after 1958, after Tourism Development Council was established that greater synergy was obtained between various tourism providers, the State Governments, the national carrier, and the travel industry. The economic importance of tourism was formally recognized in the fourth plan with emphasis towards international tourism and creation of tourist infrastructure. In the subsequent policies the focus was towards creation of infrastructure for tourist accommodation. The first attempt to formulate a 'National Tourism Policy' was in the year 1982 when a paper on tourism policy was presented before the parliament, which set long-term direction and purpose to tourism development and promotion in India.

The vast potential and the need for rapid development was recognized only in the seventh plan, subsequent to which tourism was accorded the status of an Industry, thereby encouraging private investments in this sector. In subsequent plans the primary responsibility of tourism development was with the private sector with the State and Central Government only providing essential

infrastructure in specified tourism areas. The national action plan for tourism (1992), defines the objectives of tourism development in India and the primary strategy for development.

#### 4. OBJECTIVES OF TOURISM DEVELOPMENT IN INDIA

The statement on tourism policy, presented to Parliament in 1982, provides the philosophical underpinnings for the promotion of tourism in India as:

- a. It is a unifying and a nation-building force, through fostering greater national and international understanding, particularly amongst the youth of the country.
- b. It serves to preserve and enrich India's cultural heritage.
- c. It brings socio-economic benefits.

The policy document defines the specific objectives of tourism development in India as:

- a. To substantially improve facilities for domestic tourists.
- b. To accord high priority to the development of international tourism, in view of the importance of foreign exchange earning and economic contribution.
- c. In the recognition of historical and archaeological monuments being the largest element in attracting international tourists to India, to promote cultural tourism. This will be achieved by providing tourist facilities at major centres of cultural interest, in coordination with other agencies including State Governments.
- d. Tourism development should be a common endeavour of all agencies, so that the combined effort achieves comprehensive and integrated development, enabling tourism to make a positive and effective contribution to the economic growth of the country. In this effort, the Central Government will have primary responsibility in promoting international tourism, while playing a coordinating role supplementing the state effort wherever necessary.
- e. To promote tourism so as to bring sizable socio-economic benefits to those regions of the country which are rich in tourism potential.
- f. To promote regional tourism from the South Asian region.
- g. To adopt a selective approach to determine investment priorities, by adopting a travel circuit concept that will enable intensive development of selected destinations, it will encourage diversification of attractions and will open up backward areas, which hold many tourist attractions.
- h. To make tourism the vehicle for involving the youth of the country in national integration.
- i. To create tourism facilities for the lower middle class and the poorer sections of society.
- j. To adopt a marketing strategy that will broaden the tourist base in existing markets, explore new tourist markets, particularly regions where tourist traffic to India has been growing and to promote inter-regional travel. Amongst other regions, the policy document noted the vast Buddhist

population in the Far East and the potential in making India a Buddhist destination.

- k. To preserve India's cultural and natural heritage, by educating people in appreciating their heritage.
- l. To give the Indian people a sense of unity and identity and a sense of belonging and pride, a broadening of their intellectual, emotional and cultural horizons, and to create a better understanding of the land, people and culture of India amongst international tourists.

Since the presentation of this policy document to Parliament in 1982, the objectives of the Ministry of Tourism have been further refined in the national action plan for tourism 1992, within the overall framework of the policy document. The objectives have been defined as:

- a. Socio economic development of regions
- b. Increasing employment opportunities to double by the end of the century
- c. Developing and promoting domestic tourism
- d. Preservation and enrichment of national heritage and environment, including support to arts and crafts
- e. Development of international tourism and optimisation of foreign exchange earnings to reach Rs. 100 billion from the present Rs. 24 billion
- f. Diversification of the tourism product to incorporate leisure, adventure, convention tourism, while retaining the traditional image of cultural tourism
- g. Increase India's share of world tourist to 1% from the present 0.4%

Over the years, the tourism policy has been evolving; the revenue growth from tourism has been increasing. The foreign exchange earnings from tourism went up from US \$ 3009 Million in 1999 to US \$ 3168 Million in 2000 (Source: RBI). Tourism today is among the largest earner of foreign exchange in India.

The strategy for achieving these objectives has been outlined as:

5. Improvement of tourist infrastructure
6. Developing areas on a selective basis for integrated growth, along with the marketing of destinations on the basis of a 'Special tourism area' concept.
7. Restructuring and strengthening of institutions for development of human resources.
8. Evolving a suitable policy for increasing foreign tourist arrivals and foreign exchange earnings.

## 5. ENVIRONMENTAL AND ECOLOGICAL PARAMETERS

Any development has to consider its possible adverse impacts on the surrounding environment and the conservation of various ecological elements must be considered as a priority obligation. The tourism development projects

generally tend to be within the ecologically sensitive regions like hills, seashores, lakes, rivers, national parks / sanctuaries, heritage sites. Insensitive and haphazard planning for tourism development can ruin these regions of natural heritage. The tourism development plan for a region must carry out environmental impact assessment and work out the sustainable management strategy.

In the case of Tripura, which lies in the ecologically sensitive region of the Northeast India, the priority consideration for tourism development should be environmental, ecological and heritage conservation. The region also has very rich ethnic tribal culture and the whole tourism development plan should be sensitive to all the heritage parameters.

Considering the unique and environmentally fragile region of the Northeast India in general, and Tripura in particular, it is almost imperative that the tourism planning of the region should evolve around the concepts of Eco-tourism and Heritage Tourism.

## 6. TOURISM DEVELOPMENT IN THE NORTHEAST

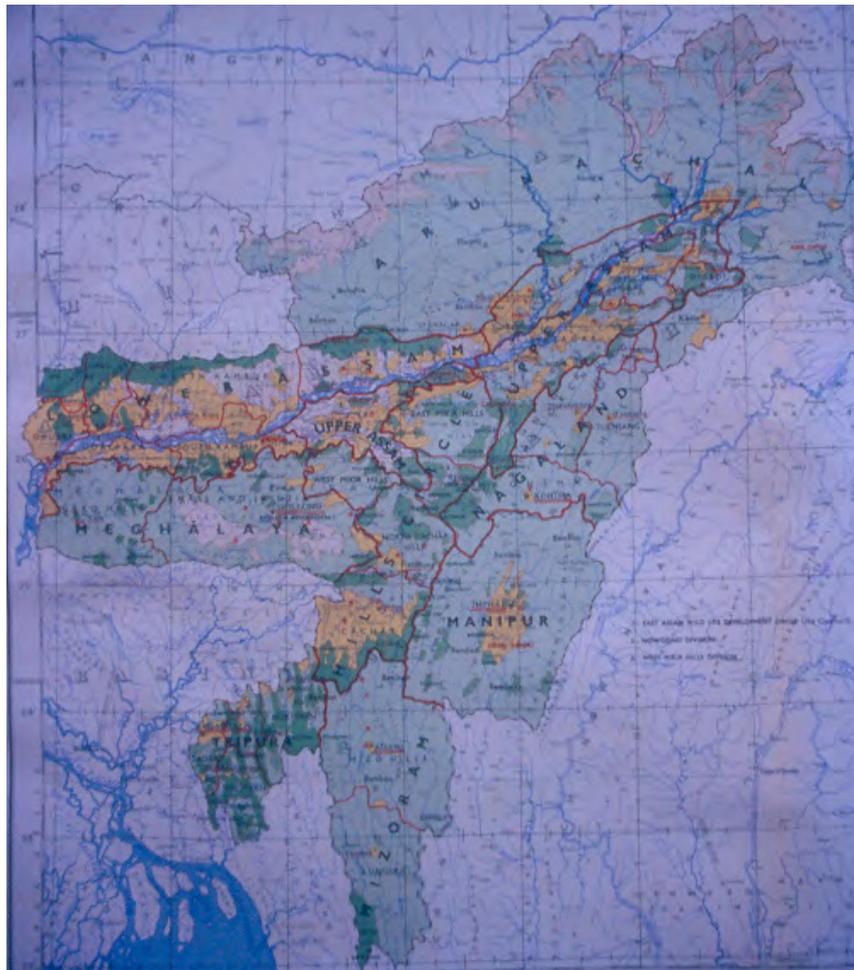
From ancient times, India's Northeast region has been the meeting place of many communities, faiths and cultures. It is a place of magical beauty and bewildering diversity. There are more than 166 ethnic tribes speaking many languages. Some groups have migrated over the centuries from places as far as Southeast Asia. They retain their cultural traditions but are beginning to adapt to contemporary lifestyles. Its jungles used to be dense. Today, the region is considered as one of the unique and fragile Biodiversity Hotspots in the world. The region's flora and fauna is unique. The terrain is mountainous and rugged. The rivers are mighty. Northeast is unique in lushness of its landscape, the range of communities and geographical and ecological diversity. The region creates enchanting and romantic atmosphere in all the seasons. The Northeast region includes eight states of Sikkim, Arunachal Pradesh, Assam, Meghalaya, Tripura, Mizoram, Manipur and Nagaland. The region has interesting international borders with Myanmar, China, Bhutan, Nepal and Bangladesh.

It is unfortunate that due to socio-political and geographical reasons, entire Northeast India has remained neglected and backward from the development. In spite of very high literacy rate in the region (around 80%), the progress and benefits have not reached the Northeast even today. The concept of Tourism development is very recent in this region and is in its infancy. A few states like Sikkim and Assam have taken a few strides in developing tourism, with emphasis on eco-tourism, wildlife tourism, cultural tourism and adventure tourism. The other states have also commenced their efforts during the last decade.

However, the tourism development of the Northeast region needs to be targeted as a regional approach rather than individual state approach. The basic needs for tourism development of the region are efficient infrastructure, good connectivity between the states and peace in the region. The entry permit

formality required for a few states for the both domestic and international tourists is a major deterrent for the region's tourist attraction. The region has tremendous and diverse potential for tourism development, which could attract international and national tourists. Concerted and sincere efforts are required from the Central Government to unify these eight states for the infrastructure development and the achievement of peace in the region.

Fig. 1 – Map of the Northeast:



## 7. TOURISM DEVELOPMENT IN TRIPURA

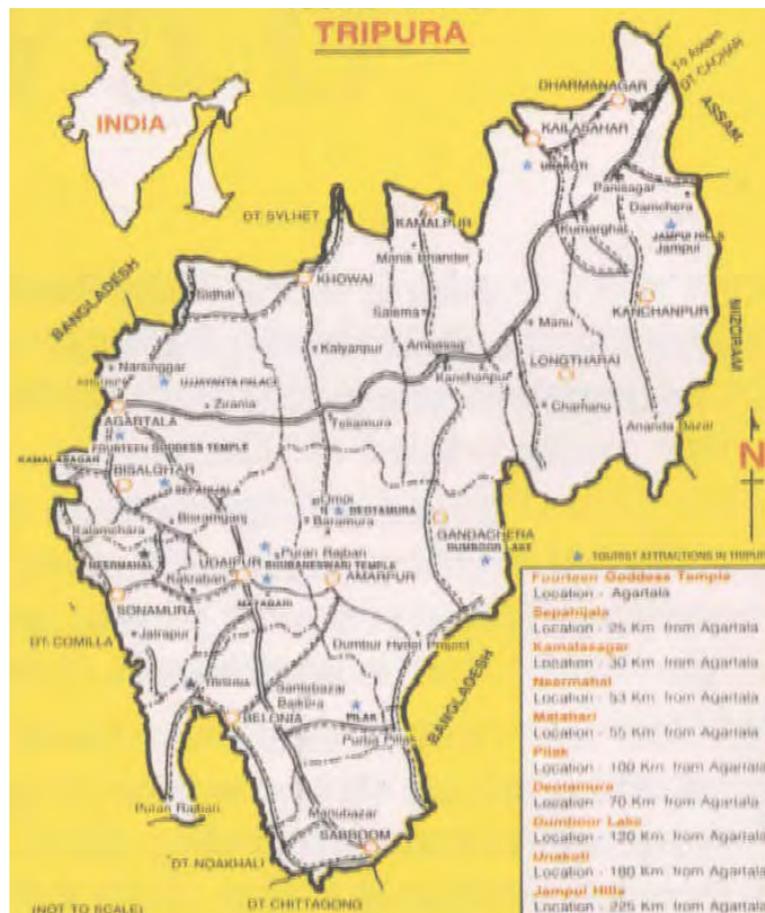
Tripura is a land of transition; a satisfying compromise between the old order and the new; a fusion of styles and cultures of the hills and plains. Previously a princely state Tripura was initially a Union Territory and is now a full-fledged state of independent India since the 21 January 1972.

Tripura, a picturesque hilly region, is the second smallest state of India with a total area of only 10,492 Sq. Kms. It is located in the extreme Southwest corner of the Northeast Region. Tripura shares a common boundary with Assam and Mizoram on the northeast and is bounded by Bangladesh on the

north, west, south and southeast. It is the second most populous state after Assam in the Northeast Region, with a population density of 262 per Sq. Km. Tripura was earlier called as Hill Tippera. The former princely state of Tripura was ruled by the Maharajas of Manikya dynasty. It was an independent administrative unit under the Maharaja even during the British India, though each successive ruler required recognition. After the independence of India, the Regent Maharani signed an Indian Union on the 9 September 1947. The administration of the state was actually taken over by the Govt. of India on the 15 October 1949. Tripura became a Union Territory with effect from the 1 November 1956 and an elected government was installed in Tripura on the 1 July 1963. Tripura attained the statehood on the 21 January 1972. Agartala is the capital of the state.

The land in Tripura is marked by rich diversity. About 60 % of the terrain is hilly and undulating. About 53 % of the land is under actual forest cover. There are a number of rivers and streams, which drain into Bangladesh. The state has abundant reserves of subsoil water. The state receives an average annual rainfall of about 2100 mm. The climate is moderate. The primary economic activity in Tripura is agriculture. The scenic beauty of Tripura with its hills, rivers and forests is complemented with very diverse culture of about 19 ethnic tribal communities in addition to Manipuris and Bengalis.

Fig. 2 – Map of Tripura



Tripura has excellent potential for tourism and the state government has declared Tourism as an industry since 1987. The entry permit system has been abolished in Tripura since May 1995. Within a small geographical area Tripura offers plenty of attractions for the tourists in the form of Royal Palaces, Temples, Rock-cut Sculptures, Lakes, Hill stations, Sanctuaries and diverse culture and art forms.

The young state of Tripura is economically weak and entirely depends on its agriculture. Inefficient infrastructure and poor connectivity are the major deterrents for the tourists. However, the State Department of Tourism has developed satisfactory tourist facilities, within a short span of its activity. The state has excellent potential for tourism development with emphasis on Eco-tourism and Heritage tourism. The government of Tripura has realised the potential in the tourism sector and has given thrust on the development of tourism by way of creating basic infrastructure and promoting whatever amenities that are required to attract tourist from outside. As a consequence Tripura is fast coming up on the tourist map of the country. However the success of its tourism highly depends on the infrastructure development of the entire Northeast region.

## 8. OBJECTIVES OF THE STUDY

The Department of Tourism, Govt. of India proposed to carry out this study in order to prepare a 20 years perspective plan for the sustainable development of tourism in various Indian states with following major objectives:

1. Prepare a 20 years perspective plan for developing sustainable tourism in the state, giving phased programme considering the resources available
2. Indicate short-term and long-term plans, targets and ground realities
3. Indicate all activities to be undertaken by different agencies with a definite time frame to achieve these activities
4. Assess the existing tourism scenario in the state with respect to natural resources, heritage and other socio-cultural assets, quantitative and demographic factors like population, employment, occupation, income levels, services and infrastructure etc.
5. Review and evaluate the status of existing tourism schemes in the state
6. Plan expansion / up gradation to the existing facilities and also propose new tourism projects
7. Arrive at an indicative cost configuration of likely investment on infrastructure development and prioritise investment needs over the next 20 years
8. Prepare an action plan for implementation of potential development schemes in conformity with the guidelines provided by the concerned state / central departments and the funding agencies

9. Indicate projected tourist arrivals and prioritise the schemes for employment generation
10. Prepare strategy for the participation of local people in the tourism development
11. Deal with environmental issues of the tourism sites and suggest measures for the mitigation of adverse impacts
12. Suggest strategy for privatisation of the tourism infrastructure owned by the state
13. Consider and suggest sources of funding for the tourism development in the state and strategy to develop a coordinating agency in the state
14. Work out strategy to project and protect cultural identity of the state and its ethnic people through appropriate tourism plans

## 9. METHODOLOGY

The Technical proposal and the Inception Report provide the details of the methodology and approach for this study. The study has been conducted according to the broad guidelines provided by the Department of Tourism, Government of India (appendix – a).

The study was carried out by a multidisciplinary team of experts under the overall coordination of the Principal Investigator (PI) and the Co-investigator (CI). The study commenced in March 2002 with literature survey and strategic planning. Formats for questionnaire and interviews were prepared. Two field visits (approx. one week each) were carried out in April and May 2002. Two separate teams visited the state independently. The PI and CI carried out their visits along with the tourism officials, whereas other team visited various destinations on their own like ordinary tourists. The team members traversed approximately 2100 Kms of distance in the state during the field visits, using different modes of travel (appendix – g & h, Interim Reports 1 & 2). The questionnaires (appendix – b) were sent to people (sample size 100) from various categories connected directly or indirectly with tourism in the Northeast. Extensive interviews were carried out in a predesigned format (appendix – c) with selected individuals (over 50 nos.) connected with tourism development and government sector. The difficult terrain and adverse climatic conditions created several hurdles for the field studies. However, in spite of all odds and shortage of time, interesting data was collected, analysed and the findings are used for the preparation of this report. Additionally, extensive photo documentation has also been carried out.

## CHAPTER – 2

### TRIPURA

#### 1. INTRODUCTION

The name 'Tripura' is probably derived from the name of the goddess Tripureswari of West Bengal or of the ruling Maharaja of Tripura. It may also be a modification of 'Tipra' ('Tuipara') of the native inhabitants of the state. 'Tipra' means the dwellers of the territory bordered by the sea while the word 'Tui' means water. Tripura attained full statehood from Union Territory status on 21 January 1972. It is one of the eight North-eastern states, and is the second smallest State of India. It was a former princely state and was ruled by the Maharajas of the Manikya dynasty. It was an independent administrative unit under the Maharaja even during the British rule in India, and attained its Union Territory status on November 1, 1956 (appendix – d: General Information).

#### 2. GEOGRAPHY

Tripura has a geographical area of about 10,492 sq. km. Almost two-thirds of the state is under hilly terrain and it is surrounded on three sides by the deltaic basin of Bangladesh. Geographically it lies between 22° 57' and 24° 32' N and 91° 10' and 92° 20' E with the Tropic of Cancer passing through it. The State is situated in the South-western extremity of the Northeast region of India. It shares a border of 1001 km perimeter with Bangladesh, Assam and Mizoram. The international border with Bangladesh is 856 km, most of which is completely open and porous.

The hills of Tripura run from north to south in parallel till they disappear into the plains of Sylhet in Bangladesh. From the east the principal hill ranges are the Jampui, Sakhan Tlang, Langtarai, Athara Mura and Bara Mura. The highest peak of the state is Be-talang Shiv (992 M.) in the Jampui hill range. The hills form a watershed from which the drainage pours down west into the Meghna (in Bangladesh) by the rivers Khowai, Manu, Dolai, Haorah, Langai and Gumati, and southeast into the Bay of Bengal by the rivers Fenny and Muhuri. Topographically, the state is characterised by hill slopes, *tillas* (hillocks), *lungas* (land areas between the tillas), flat lands, rivers and lakes.

The State has four districts with ten subdivisions. The four districts are 1) Tripura West with Agartala as its head quarters, 2) Tripura North with Kailasahar as its head quarters, 3) Dhalai with Ambassa as its head quarters and 3) Tripura South with Udaipur as its head quarters. The State capital is at Agartala.

The climate of the State is generally hot and humid. The average maximum temperature is 35° C in May-June and the average minimum is 10.5° C in December-January. The average annual rainfall is approximately 2300 mm. The monsoon begins in April and continues till September.

The Khowai, Manu, Haorah, Muhuri and the Gumati are some important rivers of Tripura. The Gumati is the largest river, receives a number of south-flowing streams, and cuts across the ranges from east to west before emerging out of the hills at Radhakishorepur. The Gumati is supposed to originate at Tirthamukh near Dumboor falls (now lost in the lake due to the dam). It is the most sacred of all the rivers in the State. The riverbeds are usually sandy in the hills and clayey in the plains. There are no artificial canal systems in the State. In the low-lying areas there are numerous swamps and marshes. Inland water traffic is conspicuous by its absence. Tripura is a land-locked State with no access to coastal waters.

On the north-western and southern boundaries of Tripura lies a narrow strip of low land that is very fertile. Along the western border, some areas to the north and south of the headquarter towns may be described as broken ground consisting of hillocks alternating with swamps. In between the hill ranges, the northern portion of the valleys for the most part is flat, swampy and covered with vegetation while to the south; the valleys are crossed with innumerable ravines and low intricate ridges.

### 3. PEOPLE AND CULTURE

There are nineteen scheduled tribes in Tripura. These are: Lushali, Mogh Kuki, Chakma, Garo, Chaimal, Halam, Khasia, Bhutia, Kunda (including Kaur), Orang, Lepcha, Santhal, Bhil, Tripura, Jamatia, Noatia, Reang and Uchai. Besides this there are many refugees from Bangladesh.

The Tripuras are divided into two groups: Puran Tripuras and Natun Tripuras. The Puran Tripuras are the original inhabitants of the State and constitute a little over 16% of the total and 57% of the tribal population of the State. The former rulers of Tripura were from the Puran Tripura community and were known as Thakurs. The Natun Tripuras came into existence later as a result of marital contacts between the Puran Tripuras and people from West Bengal. The Thakurs were generally well educated, with public officials, writers, musicians, engineers and doctors found among them. However, the rest of the community live on hill slopes, practice jhoom cultivation, collect produce from the forest and sell vegetables and bamboos. Their houses are made of bamboo, are built one to two meters above the ground to avoid wild animals. This community is now settling on the plain areas of the State and is adopting stable cultivation partly because of government efforts and partly because of contacts with settlers from West Bengal. The language of this community is Tripuri, which is written, in the Bengali script. Most Tripuris are Hindus and their religious rites and rituals are similar to that of Hindu culture.

The Reangs are the next most important tribal group. They are believed to have migrated into Tripura from somewhere in the Chittagong Hill tracts in the middle of the 15<sup>th</sup> century. It is believed that the Reangs were formerly palki-bearers of the Tripura rajas. They constitute about 14% of the tribal population and 4% of the total population of the State. They are divided into two broad groups: Meshka or Mechka and Marchai or Malchai. These groups are further sub-divided. The Reangs constitute a disciplined community. They have their own form of internal government based on a well-defined hierarchy. The head of the community is called Rai. The Reangs look up to this 'monarch' whose word is supreme and must be obeyed. Succession is not hereditary and is determined by the qualities of leadership. As one of the strongest pillars of the State's military regime during the royal regime, the Reangs had a reputation for their martial quality. The Tripura rulers could obtain the support and services of the Reang community by maintaining contact with these chieftains who had complete authority over them. The Reangs are also Hindus, and believers in the Sakta cult, although in recent years, some are turning to Vaishnavism. They also have animist beliefs, such as that all plants, animals, rivers and mountains are endowed with a living spirit.

The Jamatias constitute another community. During the royal regime, they constituted a section of the fighting forces of the rulers. The term has apparently originated from 'jamayet', which means gathering or mobilisation. Excepting perhaps in the northeastern parts of the State, the Jamatia are found in all other parts. About 44,500 persons were recorded as Jamatias in the 1981 census. Their worships incorporate both animistic as well as Hindu rituals. Since they have many systems in common with the settlers from West Bengal, they are also settling down in the plains, building houses like the plains people and taking to plough cultivation in preference to jhoom.

The Chakmas are the fourth largest tribal group. They have migrated from the Chittagong Hill Tracts into Tripura in 1872. They are mostly Buddhist, however in their religious practices one finds a blending of Buddhism, Vaishnavism and even Islam. The Chakma chiefs are called Dewans and exercise great authority and influence within the community. The Chakmas depend mostly on jhooming although in recent years some of them have taken to settled cultivation.

The Halams are a section of Kukis who submitted to the Tripura king. They are believed to have migrated into Tripura from a village called Khorpintabhim in the northwest of Manipur. However they now follow the Tripuris in social manners and customs, and also in language. The Halams are also followers of the Sakta cult; however there is also pronounced Vaishnavism in certain sections. They also have animistic beliefs. They believe in the existence of spirits with supernatural powers. The Ker and Bara Puja are two important festivals of this community.

The Ker is an annual festival while the Bara Puja is held once in four or five years in a collective way when the Halams of different areas assemble

together. The Halams were known for their ferocity and for their innate sense of devotion. They regarded the king as a living God and surrendered to him with a profound sense of dedication.

Fig. – Hojagiri Dance



The Moghs were originally inhabitants of Arakan in Myanmar and possibly migrated and settled in the State because of war or other political reasons. They claim that they have descended from the same line of Khsatriyas in which Lord Buddha was born. They profess Buddhism. The Moghs have no social or class distinction. Individuals reach the top positions of headmen solely by economic solvency and personal merit. As a community they are very peace loving, self-reliant and meek. They mostly engage in jhoom cultivation.

The Garos originally belonged to the Garo Hills. It is not definitely known when they migrated into Tripura.

The Lushai-Kuki clans were originally inhabitants of the hills lying to the east and northeast of Tripura and to the adjoining hilly areas. The people of Cachar referred to them as Luchais ('lu' meaning head and 'chai' meaning to cut), thus indicating that they were head-hunters. The Lushais and Kukis come from the same racial stock. However, in education, the Lushais have gone far ahead of the Kukis (specifically called Darlong-Kukis in Tripura). Christianity has also spread fast amongst the Lushais and they have taken to western dress and manners.

In 1979, the Tripura Tribal Areas Autonomous District Councils (TTAADCs) Act was passed. In January 1982, the first election to the District Councils was held and the Councils started functioning since then. The TTAADCs are agencies with powers and territorial jurisdiction to deal with matters of overall development of the tribals in their respective areas. This appears to be an effective institutional means of devolved responsibility for finding solutions to problems, especially those of conflicts between tribals and settlers from outside. Most villages of Tripura have a mixed population consisting of tribals and outside settlers. Enlightened means of dealing with these conflicts are necessary.

#### 4. NATURAL ENVIRONMENT AND ECOLOGY

The greater part of Tripura was earlier covered with forests. Today the situation is different owing to the fragmentation of forests by jhoom cultivation. Dense forest today exists only on the hill ranges in some areas. The forests in the State are mainly tropical evergreen, semi-evergreen and moist deciduous types. Sizable area is covered with bamboo brakes, which virtually form a sub-climax type resulting from shifting cultivation from time immemorial. According to the Champion and Seth (1968) classification, the forests of Tripura are of the following types: East Himalayan Lower Bhabar Sal, Cachar Tropical Evergreen Forests, Moist Mixed Deciduous Forests, Low Alluvial Savannah Woodland, Moist Mixed Deciduous Forests with Dry Bamboo Brakes and Secondary Moist Bamboo Brakes. Plantations of teak (*Tectona grandis*), sal (*Shorea robusta*), gamar (*Gmelina arborea*) and chamal (*Artocarpus*) are also present. The bamboo species diversity is very high with over 19 species of bamboo being present.

Tripura is situated in the Indian sub-region of the Oriental Zoo-geographic region, and therefore its local flora and fauna bear close affinities with floral and faunal components of the Indo-Malayan and Indo-Chinese sub-regions. There are many species of rare, endemic and endangered plants and animals in the region. Many important animals such as the clouded leopard, gibbon, Phayre's leaf monkey, stump-tailed macaque, elephants and tigers are found in the State.

There are presently four protected areas in the State. These are:

- a. Sepahijala Wildlife Sanctuary (18.54 sq. km),
- b. Gumti Wildlife Sanctuary (389.54 sq. km),
- c. Trishna Wildlife Sanctuary (194.71 sq. km), and
- d. Rowa Wildlife Sanctuary (0.86 sq. km).

Thus only a mere 603.65 sq. km. is under State protection.

The state government has identified interesting natural features for general awareness about the state's natural treasure:

State animal: Spectacled Monkey

State Bird : Imperial Pigeon

State Flower: Mesua ferrea (Nageswar, Nagkesar)

## 5. SOCIO-ECONOMICS

Agriculture is the mainstay of Tripura's economy, and is one of the main sources of revenue. According to the 1981 census, 67.29 % of the working population of the State was engaged in agriculture. The agricultural sector, including animal husbandry, contributed to 56.4% of the State's income in 1980-81. In the 1991 census, the number of cultivators constituted 41%, the number of agricultural labourers constituted 25%, the number of household industry/manufacturing processing, servicing and repairing workers constituted only 5%. Therefore agriculture is still the predominant activity. The number of Registered Factories in 2000-2001 was only 1,349.

Rice is the major crop in the State. In the highlands, a variety of rice and a fibre crop, locally known as mesta, are produced. A fine variety of rice, jute and vegetables are grown in the low-lying areas and the plains. Another major activity is that of rubber plantations. The Rubber Board has provided wide-ranging assistance to private as well as corporate sectors for the development of rubber plantations in the State. In 2000-2001, the tapping area for rubber was 8,478 hectares. The production of rubber in this period was 6,346 metric tons, and the value of rubber production was 16.49 crores. A significant achievement was the launching of wheat cultivation. In 1968-69 barely 130 hectares was under wheat. By 1975-76, this area had increased to about 2000 hectares. A large number of cultivators have been motivated to take up wheat cultivation as an additional crop on land which otherwise would have remained fallow. Other crops are sugarcane, cotton, potato, orange, pineapple, and coconut. The production of pineapple is high (82,000 metric tones per annum) and the variety is also extremely good.

A major hurdle to the development of agriculture on a large scale in the State is the lack of irrigation. Another important deficiency is the lack of availability of seed. Initially, seed was difficult to procure from outside the State owing to the high transport costs. However, now large-sized seed

multiplication firms have been set up, along with seed banks. The seed bank scheme works in the following way: The growers are asked to feed back the government with a part of their production for use as seeds in the subsequent season in return for the incentives given to them. Under this scheme more than 1,15,000 kg of seeds have been distributed as loans to the tribals and the weaker sections of cultivators. Another issue with regard to development of agriculture is the small size of the agricultural holdings. According to the data from the 1990-1991 Agricultural Census, the number of operational agricultural holdings was 3,18,212, with the average size of holdings being only 0.97 hectares. More than 70% of the holdings are marginal with an area of less than one hectare. Only 11.4% of holdings are larger than 2 hectares. The large-sized holdings also include land on hill slopes. Therefore, the small size of the holdings, and the hilly terrain make large-scale agriculture impossible. The agricultural plans for Tripura need to take these factors into account.

Industries began to appear in Tripura only after 1950. The isolated geography and the lack of power and communication facilities have been major factors contributing to the lack of development of agriculture in the State. As mentioned earlier, the number of workers engaged in industry is only 5%. Although transport and geographical isolation has stood in the way of development of large and medium industries, the State has achieved a unique distinction in cane and bamboo handicrafts. Weaving is also the oldest and most developed cottage industry in the State, which is practiced by tribals, as well as the Manipuris settled within the State. The development of handicraft and handloom industries is largely due to the patronage of the former rulers. Some craftsmen of Tripura have also received national awards for their skill. The Tripura Handloom and Handicraft Development Corporation Ltd. has taken up marketing of the handicrafts in a big way and is exploring the possibility of exporting its products. For improving the design and quality of the products, the All-India Handicraft Board has set up a research unit at Agartala. The revenue from handicrafts is still very small. In 2000-2001, the production value was merely 6.5 crores, with 81,250 persons in employment. The handloom industry produced 39 million sq. meters of cloth in 2000-2001 and employed 1,34,000 people. The State has set up selling outlets in a number of States outside Tripura. Another cottage industry is silk production. The Northeast Council (NEC) has come forward to provide financial help for developing the silk industry. Recent statistics shows that there are about 1700 silk cultivators, the total production is above 30,000 kg per annum and the land available for silk is about 9200 acres spreading over 23 silk farms across the State.

The tea industry is one of the few organised industries in the State. Tea cultivation started in Tripura as far back as 1919 during the reign of Maharaja Birendrakishore Manikya who granted lease of 9,700 hectares of land for tea cultivation. However, by 1939, the area was reduced to 4,480 hectares. At present the State has about 56 tea gardens spreading over 6480 hectare. The State's share is only about 0.6% of the country's total production, and the average production is about 530 kg per hectare per annum. The quality of

processed tea produced in Tripura is poor and it is mainly used for blending with superior quality of tea to reduce its price. The present poor state of Tripura's tea industry appears to be due to economic and technical factors. The average price of Tripura tea sold at different auctions (both leaf and dust) is much less than the price obtained by Assam, Dooars or Terai tea.

In order to provide common facilities and services for entrepreneurs, the State Government is running several industrial estates at places such as Arundhutinagar, Dhwanjanagar, Dhukli, Kumarghat and Dharmanagar. These include carpentry, blacksmith, sheet metal works, footwear, leather goods and handmade paper. Besides the State has also several industrial centres such as at Udaipur, Kailashhahar and Agartala. The Tripura Small Industries Corporation Ltd – A Government of Tripura undertaking – is aiding the local industry besides running a number of units like the Khandasari Sugar Factory, the Fruit Canning Factory and the ASCU Timber Treatment and Seasoning Plant. The Tripura Khadi Gramodyog Board is also coordinating and encouraging various small-scale products: ceramics, bricks, tar, jewellery, forest based products such as handmade pulp, incense sticks, match sticks, agricultural based products such as molasses, banana plant and pineapple fibre and herbal medicine. Also included are village industrial products, leather products, rubber and cottage industrial products, gohar gas, aluminium products etc.

## 6. EVOLUTION

Tripura has a mixed population of tribals and non-tribals. However, what is unique in Tripura is that here one finds elements of culture of different sets of people each unique in its own way mingled together, and in the process, a composite culture is embracing the different strands of faith.

The initial contributors to this composite culture are the early inhabitants of the land whose origin may be traced to Indo-Mongoloid blood and the people of the surrounding areas – the Bengalis. Next came the Muslims, the Manipuris and the Buddhists. Although the Muslims came as conquerors or invaders, that they have left a distinct mark of their culture on the soil of Tripura can be seen from the architectural style of the temples in Tripura. In fact, the style clearly bears testimony to Hindu, Buddhist and Muslim influences.

The matrimonial alliances that were established in the last century between the royal families of Assam, Bengal, Manipur and Tripura grew in course of time into a firmer bond of friendship and fellowship. This has helped in widening the cultural base in Tripura. This seems to have contributed towards a spirit of tolerance.

People of Tripura had faced a lot of socio-economical and cultural problems resulting into a few conflicts, first around the partition and the independence of India and then again around the liberation of Bangladesh. During the

partition at the time of the independence, a large area of the erstwhile Maharaja's estate went to then East Pakistan. This resulted in a large-scale migration of Bengali Hindus from that region to the small state of Tripura. Between 1951 and 1971 the demographic features of Tripura underwent a radical change due to this influx. Non-tribal refugees who sought shelter in the state vastly outnumbered the native tribal population. Similar migration happened again at the time of the liberation of Bangladesh. Tripura however took upon this moral obligation to accept these uprooted people. The heavy inflow of refugees inside the state has created many problems in the economic sphere; at the same time cultural contribution of these migrants and emerging transfusion influenced different aspects of tribal life in various ways. The relation between the tribals and Bengalis appears cordial and mutually responsive to each other's needs, in spite of sporadic rifts. Slowly the cultural links are becoming a two-way traffic in Tripura and this is a very healthy sign which can enrich the heritage of all communities.

With the partition, Tripura not only lost its very fertile land but also lost its communication system. It became a land locked region with only one road approach from Assam. The state is suffering on the economical front due to these reasons. It also has to face insurgency problems resulting of this complex issue. The state progressed on the educational front very fast. From 1931 to 2001 the state's literacy rate increased from 3.4 % to 73.7 %. Economical development lagged much behind and this resulted in the problem of educated unemployed. Even today, the state of Tripura is still in a socio-political turmoil. Considering the isolated region and the infrastructure problems, the general development is likely to be slow and the people of the state have to evolve different socio-economic strategies for their own sustenance.

## CHAPTER – 3

### TOURISM IN TRIPURA

#### 1. TOURISM STATUS

Tripura is one of the smallest states in the country. The location of the state in the Northeast region of the country, isolated from the mainland India has brought in a few inherent problems. The state has remained land-locked surrounded by Bangladesh on all sides with only small area touching the Indian states of Assam and Mizoram. The entire region has remained neglected, backward and undeveloped. The socio-economic and infrastructure status is poor. The large-scale migration of refugees from then East Pakistan at the time of independence and again at the time of liberation of Bangladesh causing pressure on the natural resources of this small state resulted in unrest and frustration amongst the people. This resulted in a long-term insurgency in Tripura. Tripura is under insurgency even today and is going through a state of turmoil. As such the socio-economic development in general and the tourism development in particular has been lagging behind the other states for over 20 years. The strides in the direction of general development started 1972 onwards, after the independent statehood was given to Tripura whereas the process of Tourism Development in the state was accelerated since 1987, when Tourism was given the status of industry and various incentives were offered.

The status of tourism is reflected in the following statistical data of tourist visits in the northeast and Tripura (Source: Tourist Statistics – 2000, page 58-59, Dept. of Tourism, GOI):

Table 3:

#### ESTIMATED DOMESTIC & FOREIGN TOURIST VISITS (1998 –2000)

Location	1998		1999		2000		Prop. to the total (%)	
	Dom.	For.	Dom.	For.	Dom.	For.	Dom.	For.
Northeast Region (7states except Sikkim)	529784	2909	567284	3570	1489112	11788	0.7	0.2
Tripura	235808	596	246507	335	271158	348	0.1	0.0

Apart from poor infrastructure and communication facilities, insurgency is a major deterrent. The tourist traffic increased substantially after the removal of the entry permit system in the state, in May 1995. However there is a considerable decrease in the proportionate share of Northeast tourists since 2000. There is a shortage of accommodation. Private entrepreneurs are not

coming up for hotel business due to heavy capital investments and very slow or no returns (appendix – i). The state tourism department has created satisfactory tourist facilities with the state and central assistance (Appendices –e, f, g, k, m). However, the tourism has remained very local and increased very marginally.

## 2. TOURISM POTENTIAL

Tripura is a hilly state with interesting topography and unexplored history. Natural beauty in various forms is the major asset of Tripura. Lush green vegetation having interesting flora and fauna, low valleys with clean rivers, plenty of natural lakes, hill and flat land agriculture and moderate climate throughout the year are unique natural features of Tripura. Tripura being a princely state has many monuments with royal character. It has a plenty of heritage monuments including rock cut sculptures, temples, palaces etc. It has historical records of Hindu, Buddhist, Islamic and tribal co-existence. Additionally, the ethnic tribal culture reflected through diverse communities and their diverse folk dances, music, festivals and handicrafts are major tourist attractions. Tripura also has its own unique identity reflected through royal and religious ambience on one side complemented with secular social attitude of people, high literacy rate, interesting and indigenous architecture, class / caste less society. The unique geographical location with the tropic of cancer passing through the heart of Tripura and also long international boundary with Bangladesh could be another tourist feature.

It is quite clear that Tripura has tremendous and quite unique tourism potential. This could be tapped mainly through the concept of Eco-tourism and Heritage tourism. Nature / wildlife tourism, adventure tourism, rural tourism, leisure tourism, pilgrimage tourism, international border tourism could be some special tourist packages.

## 3. PEOPLE'S OUTLOOK TOWARDS TOURISM

People of Tripura are a very sociable and hospitable community. Historically they have lived together maintaining their cultural diversity and also absorbing the outsiders. In spite of the royal background of the state, service oriented and democratic culture is reflected in their traditional systems, which have been continued through the network of village councils and voluntary organizations. The sociable, art loving, ritualistic and festive character of local people is very conducive for tourism development in the state. People's outlook towards tourism is sympathetic and will be full of enthusiasm once it starts showing its socio-economic results. In fact, community participation in tourism development could be a great success in Tripura.

#### 4. GOVERNMENT'S OUTLOOK TOWARDS TOURISM

The tourism has a sort of subordinate status in Tripura since it is not an independent department but a division of the Department of Information, Cultural Affairs & Tourism (DICAT). Since 1972, this Department has been looking after the activities of tourism development in the state.

The state government has realised the importance of tourism development as a support to cultural and socio-economic development of the state and in 1987, tourism was given the status of Industry. Many incentives and financial assistance are being proposed for creation of tourist infrastructure through private participation. However there has not been much response till now.

The government abolished the entry permit system for tourists in Tripura in May 1995. This has shown positive results for tourism in Tripura.

The government has given the thrust on the creation of basic infrastructure and amenities required for tourists. This has been done mainly through the assistance provided by the central government.

The Department of Tourism, Govt. of India, under the ministry of Tourism and Culture has been providing liberal financial and technical support for the tourism development in the state based on the projects received from the states.

Additionally, a special plan outlay has been provided under the ninth plan since the year 2000-2001 for the tourism development in the Northeast states to the tune of lump sum 10% of the overall budget. This is a conscious and sympathetic attempt for the socio-economical upliftment of the Northeast states through the upcoming tourism industry.

In general, the outlook of the state government towards the tourism development is full of optimism. However, it will be dependent on the central assistance for a few years.

#### 5. PRESENT BUDGET AND ECONOMICS OF TOURISM DEVELOPMENT

The main sources of finances for the tourism development in the state are from the normal annual budget of the state and the central financial assistance for the definite projects.

The state government's expenditure outlay for tourism (2001) has been Rs. 81 Lakhs approx.

**Table 4: State budget for the tourism development for the years 1999-2000 to 2002-2003 (Source: DICAT, Tripura)**

YEAR	AMOUNT IN RS.LAKHS
1999 – 2000	
2000 – 2001	
2001 - 2002	Rs. 88 Lakhs (Plan) & Rs. 24.09 Lakhs (Non-plan)
2002 – 2003	

**Table 5: The expenditure (1996-2001) on the maintenance of the existing infrastructure (Source: DICAT, Tripura)**

Sr. No.	Amenity	Cost in Rs.
1	Eden Tourist Lodge	2,27,954.00
2	Uttarayan Pantha Niwas Pabiacherra	5,49,750.00
3	Wayside Amenity Matabari	1, 61,036.00
4.	Maintenance of Neermahal	20,39,062.00
5.	Rajarshi Yatri Niwas	8,96,587.00
6.	Uttarmegh Tourist Lodge	5,57,675.00
7.	Sagarmahal Tourist Lodge	12,13,891.00
8	Wayside Amenity at Bagafa (Pilak)	3,77,900.00

The average expenditure for maintenance of the existing infrastructure is around Rs. 12 Lakhs per Annum.

**Table 6: Total staff strength of the tourism wing of the DICAT is as under (June 2002)**

S.NO.	CATEGORY	NO. OF STAFF
	At Head Office in Agartala	
1	Officers	5
2	Planning Section	6
3	Technical Section	14
4	General Section	10
5	Accounts & Store Section	8
	<b>At various Tourist Lodges</b>	
6	Caretaker / Manager	11
7	Other sub-staff	25
8	Casual staff	15
	<b>Total</b>	<b>94</b>

The total annual expenditure on the staff salaries is around Rs. 28 Lakhs (Plan) and Rs. 21.45 Lakhs (Non-plan).

Table 7: The revenue collected from the room rents and food costs at the tourist infrastructure run by the department (1992 – 2002). This amount is credited to the government revenue every year. (Source: DICAT, Tripura):

Year	Nos. of Tourist Visited Approx.		Revenue in Rs
	Domestic	Foreign	
1	2	3	4
1992-93	1,42,089	--	3,73,396
1993-94	1,80,135	44	5,49,205
1994-95	2,05,435	08	6,74,102
1995-96	1,89,251	96	8,03,173
1996-97	2,02,659	192	10,96,721
1997-98	2,36,119	806	13,45,604
1998-99	2,37,804	1194	17,74,958
1999-2000	2,38,998	1250	17,86,765
2000-2001	2,42,036	1353	18,80,473
2001-2002	2,57,898	2562	24,90,003

The rates fixed by the department for the amenities provided by them are very reasonable and are based on the prevailing market rates from time to time. This rationale looks fine since the occupancy has been maintained steady.

The state largely depends on the central assistance for the creation of tourism infrastructure. The state provides average 30% of the total cost (Appendix – e, m).

The following statement will give an idea of the assistance provided to the state from 1998-99 to 2000-01 (Source: Tourist Statistics, 2000, Page 117, Dept. of Tourism, GOI):

Table 8: STATEMENT SHOWING THE PROJECTS / AMOUNT SANCTIONED DURING 1998-99 TO 2000-2001 (Rs. In Lakhs)

State	1998-1999			1999-2000			2000-2001		
	No. of projects	Amt. Sancd.	Amt. Reled.	No. of projects	Amt. Sancd.	Amt. Reled.	No. of projects	Amt. Sancd.	Amt. Reled.
Tripura	9	169.21	105.50	7	340.76	117.31	13	333.23	104.05

Additionally, a special plan outlay was provided under the ninth plan from the year 2000-2001 for the tourism development in the northeast states to the tune of lump sum 10% of the overall budget (Source: Tourist Statistics, 2000, Page 113-115, Dept. of Tourism, GOI):

2000-2001 - B.E. Rs. 13.50 Crores      R.E. Rs. 12.50 Crores  
2001-2002 - B.E. Rs. 14.80 Crores

Table 9: The break up of this allocation is as under:

1	Tourist Infrastructure (Revenue)	Rs. 1.00 Crores
2	Tourist Information & Publicity (Revenue)	Rs. 3.00
3	Computerisation & Information Technology (Revenue)	Rs. 1.00
4	Training (Revenue)	Rs. 1.00
5	Tourist Infrastructure (Capital)	Rs. 8.80
	<b>TOTAL</b>	<b>Rs. 14.80</b>

The department is not yet successful in its efforts to privatise its infrastructure. At present only three lodges, two in Agartala and one in Matabari, have been privatised and the performance seems to be average.

At present, the DICAT, Tripura is carrying on its tourism development activities on the dependent economy. It is barely managing to meet the recurring expenditure through revenue generation. It will be difficult to continue this way in the long run, when major costs for the renovation / repairs of the existing infrastructure will crop up.

## 6. SUSTAINABILITY

In the present scenario, the state government's outlook towards the tourism development is of substantial dependence on central assistance. There are proposed plans for privatisation but the possibility of their success looks bleak. Considering the external adverse factors of complex nature, which are beyond the control of the department, it is unlikely that the tourism development in the state can be self-sustaining in the near future.

However looking at the bright tourism potential, enthusiasm of the state government and the expected rise in the tourist arrival, it looks quite possible to make the tourism in the state sustainable in a decade. The general development of the state will entirely depend on the success of the state government in handling and resolving the socio-political issue of insurgency in the state. The tourism will develop only if there is total peace in the state and also in the Northeast region. It will also require futuristic vision, conscious and planned efforts at all levels and a disciplined action plan and implementation strategy. In the meanwhile, sympathetic approach of the central government will be required to stabilise the socio-political situation in the Northeast followed by overall infrastructure development in the region.

## CHAPTER – 4

### BASIC TOURISM INFRASTRUCTURE IN TRIPURA

#### 1. COMMUNICATION NETWORK

##### a. International

At present, there is no direct international communication network to Tripura except for Bangladesh.

Bangladesh can be approached by road via Akhaura Border Check Post at Agartala. The distances to some of the neighbouring places in Bangladesh are as under:

Agartala – Dhaka: 150 Kms., Kailashahar – Sylhet: 90 Kms., Sabroom – Chittagong: 75 Kms., Sonamura – Comilla: 25 Kms.

For all other international tourists, the nearest airport is Kolkata (West Bengal).

##### b. National

By Air: Agartala Airport (Approx. 12 Kms. from the City) is connected with Kolkata (West Bengal) and Guwahati (Assam). Other airports in the Northeast region are Shillong (Meghalaya) and Silchar (Assam), which have road transport connections to Tripura. The state also has three small airports at Khowai, Kamalpur and Kailashahar where small planes or helicopters can land. However, they are non-functional at present.

By Train: Kumarghat in North Tripura district on N. F. Railway is about 140 Kms. from Agartala. This connects Tripura to Assam via Karimganj, Silchar and Guwahati railway stations. These stations connect to the other states in the mainland via Kolkata. These stations have road transport connection to Tripura. There is a proposal to extend this railway line up to Agartala.

By Road: NH – 44 via Karimganj, Silchar (Assam), Shillong (Meghalaya) to Guwahati (Assam) and from there further to West Bengal. Private and state transport buses, private taxis (Tata Sumo jeeps) regularly operate on this road.

### **c. Regional**

Northeast region is connected to Tripura by road via Karimganj, Silchar (Assam). Private and state transport buses operate from Guwahati (Assam), Imphal (Manipur), Shillong (Meghalaya) and Aizawl (Mizoram) to Silchar.

### **d. State**

Private and state transport buses connect all the district places by road. Buses and Taxis (unmetered) operate in some of the district HQs and the surrounding region for local travel.

## **2. TELECOMMUNICATION NETWORK**

Telephone network with ISD, STD facilities is available at the district HQs and major towns. Local network is available in some regions. The connectivity is satisfactory. There are about 714 public STD booths in the state (1999).

Telegraph, Telex, Trunk, Phonogram etc. services are available at the Post Offices at the district HQs and major towns. Postal services and Courier services are also available from major district HQs and major towns, however the service is slow.

## **3. INFORMATION TECHNOLOGY**

Internet network is available at the district HQs and major towns. The connectivity is poor.

There is an All India Radio station at Agartala, which broadcasts regular programmes. Satellite cable TV Network is available in the district HQs and major towns.

The major news agencies like PTI and UNI have permanent correspondents at Agartala.

There are about 16 daily newspapers and 32 newsweeklies / magazines (Bengali and English) published at Agartala.

## **4. ENTRY PERMIT OFFICES**

There are no entry formalities like Inner Line permits (ILP) or Restricted Area Permits (RAP) for domestic / foreign tourists to visit Tripura. This system had been abolished.

## 5. TOURISM DIVISION

There is no independent Tourism Department in Tripura. The Tourism Division is a part of the Department of Information, Cultural Affairs and Tourism (DICAT). The office of the Director, DICAT is located at Gandhi Ghat, Agartala, whereas the main office of the Tourism Division of the DICAT is located at Swet Mahal, Agartala.

The Tourist Officer at Tripura Bhawan, Kolkata (West Bengal), Resident Commissioners at Tripura Bhawans at New Delhi and Guwahati (Assam) also provide tourist information.

## 6. NETWORK OF INFORMATION CENTRES

The tourism information is available at the Office of the Director, DICAT and the Tourism Division, Agartala and also at the other centres at Kolkata, New Delhi and Guwahati.

However, there is no networking amongst these offices and all the bookings etc. will have to be done through the main Tourism Office at Agartala.

The contacts with the main Tourist Office at Agartala could be made through phones, fax, post, courier etc. This office is not connected through Internet. The office of the Director, DICAT has an Internet connection and the department has its website and email addresses, however they are non-functional at present.

## 7. ACCOMMODATION FACILITIES

The DICAT, Tripura has tourist facilities at 15 destinations all over Tripura. It has total capacity of about 135 rooms having 295 beds (Appendix – k).

There are 12 private hotels in Agartala with a total capacity of about --- rooms having --- beds (Appendix – l). There are small private hotels and lodges at the other small towns in the state.

Additionally, there are government guest / circuit houses at the district HQs and the Forest Rest Houses of the Forest Departments near the forest divisions / protected areas.

There are modest facilities provided by the other departments and voluntary organisations at a few places.

Fig.3 – Tourist Lodge, Jampui Hills



## 8. RESTAURANTS

The DICAT has provided restaurant facility at all the tourist infrastructure. They also have Cafeterias and Wayside Amenities at a few places.

There are many medium / small private restaurants in the major towns and at the district HQs. There are several small restaurants / eateries along the National Highway, near the villages.

Most of the restaurants serve simple non-vegetarian food and sweets.

There is no prohibition in Tripura, however the sale and consumption of liquor at public places / restaurants etc. is not allowed.

## 9. BASIC SERVICES

### a. Water

Tripura, in general has no shortage of water due to the terrain and availability of ground water table at most of the places. The major cities and district HQs have piped water supply from local reservoirs or tube wells. The other areas depend on the local tube wells, rivers and ponds. The entire region is dotted with several ponds even in the cities. However the supply of filtered water is lacking in most of the places.

b. Sanitation / Garbage disposal

In general, public / community toilets and sanitary network is very poor even within the major cities.

Sanitary system in the cities is through local septic tanks and soak pits, and the subsoil water is carried down the open drains into the low-lying areas / streams.

In the small towns, a few houses have septic tanks system. Otherwise sewage is generally drained down the slopes through open gutters. The villages do not have any sanitary / drainage systems.

The situation is same for the garbage disposal. In major cities, the garbage is dumped on the outskirts in valleys / lowlands.

c. Power

Tripura is about to become independent for its power requirements by 2005. At present it generates about 318 MU and purchases about 268 MU of power annually. Tripura will be the only state in the Northeast to be power independent without major hydroelectric projects.

d. Market

The major market in Tripura is at the capital city of Agartala. The district HQs and major towns have medium size markets. All villages have weekly markets and also petty shops.

However, major market supplying / marketing all necessary goods is at Karimganj / Silchar (Assam).

e. Medical

There are no major public hospitals in Tripura.

Agartala city and other major towns have medium size public (17 nos.) and private hospitals. There is a good network of Primary Health Centres / Rural Hospitals (71 Nos) and Dispensaries / Sub-centres (538 Nos.) at village levels.

There are a few voluntary organisations working in the field of Community and Social Health.

f. Banks

Seventeen nationalized banks operate in Tripura through the network of about 221 branches.

Additionally, there are a few co-operative banks in Tripura, well spread out at the district & taluka level.

However, there are no ATM centres. Credit card facilities are also not available.

g. Entertainment

There are a very few places for general entertainment, which are restricted to major cities. Agartala and other major cities have a few cinema halls, cultural centres etc. There are a few small gardens and playgrounds. The DICAT and Forest Department have developed a few picnic spots around Agartala. There are good number of sports facilities including playgrounds, swimming pools, yoga and adventure centres etc.

In general, sports and music / dance are major entertainments for the people of Tripura and any open ambience is used for this purpose. Ethnic festivals at different intervals are the main occasions of jubilation, and religious places play a major role to provide this relief.

h. Security

The capital city of Agartala has major police stations and police outposts.

The other district HQs also have fair network of police stations (47 Nos.) and outposts. General crime rate in Tripura is low (total no. of crimes in 2000-2001 is 3310). However major problem is due to socio-political insurgency. These incidents of terrorism are quite frequent and spread over the entire region. The movement of people is restricted and one cannot travel without security escort.

The presence of Army Cantonments, SRPs and CRPs to control this insurgency and also the GREF establishments and BRF at regular intervals do not bring in the feeling of security in Tripura.

## CHAPTER – 5

### POSITIVE AND NEGATIVE FACTORS

1. NORTHEAST REGION (8 states – Sikkim, Arunachal Pradesh, Assam, Meghalaya, Tripura, Mizoram, Manipur & Nagaland):

#### **General Negative Factors of NE Region:**

- a. Insurgency
- b. Isolated, Neglected & Backward region
- c. Difficult / rugged terrain
- d. Intermittent adverse climatic conditions, particularly in monsoon
- e. Earthquake prone region
- f. Inappropriate Time Zone
- g. Poor communication infrastructure / connectivity to mainland and also within the NE states
- h. Poor development infrastructure: power, roads, industry, transportation
- i. Lack of higher / Professional education & research facilities
- j. Jhoom cultivation causing degradation of natural resources
- k. Lack of exposure to the outside world
- l. Lack of professionalism in attitude and management
- m. Lack of discipline
- n. Lack of emergency medical facilities
- o. Loss of ethnic culture especially in the hilly region

#### **General Positive Factors of NE Region:**

- a. Wonderful Natural Beauty of Mountains and Rivers
- b. Unique and endemic flora and fauna
- c. Large percentage of land under forest cover
- d. Low population density
- e. Clean and unpolluted Environment
- f. Closeness to five international boundaries – Nepal, Bhutan, China, Myanmar, Bangladesh
- g. Peaceful cultural relationship with international communities of Myanmar and Bangladesh
- h. Diversity of very charming ethnic cultures
- i. Diversity of folk art forms particularly music and dances
- j. Peaceful intermingling of diverse communities, faiths and cultures
- k. Hospitality and warmth of people
- l. Mysticism of the region creating awe and curiosity
- m. Great potential for Eco-tourism and Adventure tourism
- n. Unexplored region for tourism development

## 2. TRIPURA STATE:

### **General Negative Factors of Tripura:**

- a. Subordinate status to Tourism as a sub division of the Department of Information, Cultural Affairs and Tourism. No independent status
- b. Degradation of forests / wildlife
- c. Jhoom cultivation and destruction of natural environment
- d. Insurgency and limitations on free movement of people
- e. Poor Connectivity to the other northeast states and mainland
- f. Poor infrastructure of road / rail / air
- g. Influx of migrants from Bangladesh and over population
- h. Loss of ethnic tribal culture due to outnumbering of tribals
- i. Poor hygiene particularly at public places
- j. Indiscriminate animal sacrifice at major temples
- k. No access to major historical royal palaces which have been converted into government offices
- l. Health Hazard –mosquitoes, excessive smoking and chewing of Pan/tobacco/gutka etc.(Supreme Court has banned this in public places)
- m. Land locked state with limited accessibility
- n. Limitation in availability of decent vegetarian food
- o. General lethargy and lack of initiative amongst the people

### **General Positive Factors of Tripura:**

- a. The land of wonderful scenic natural beauty
- b. Exciting topography of hill ranges, low valleys, flat river valleys and water bodies
- c. Moderate climate throughout the year
- d. Unique geographical location within the transition zone of tropical and temperate ecosystems
- e. Tropic of Cancer passes through the heart of Tripura
- f. Wide range of tourism potential
- g. Closeness to the international boundary of Bangladesh
- h. Ethnic and diverse culture with rich art forms and handicrafts
- i. Grandeur of historic royal ambience and monuments
- j. Historical sites with beautiful rock cut sculptures
- k. Historical background of diverse religious co-existence
- l. Role played by Tripura in Bangladesh liberation
- m. A socially advanced state of the country
- n. Rational, socially sensitive, progressive and clean governance
- o. Very high literacy rate
- p. Warm, sociable, tolerant, secular and art loving people
- q. Rich tradition of well known artists in the state (Appendix – y)
- r. A strong association of Ravindranath Tagore with the state
- s. Unique traditional architecture
- t. Low crime rate
- u. Clean and pollution free environment
- v. Organic agriculture and horticulture
- w. Self dependent in power generation
- x. Attitude of self dependence and positive outlook at government level

## CHAPTER – 6

### PROPOSED TOURISM POLICY

#### 1. GENERAL RECOMMENDATIONS FOR THE NORTHEAST REGION:

The broad approach for the tourism development in the Northeast should be regional (incorporating Indian states and neighbouring countries) rather than local. The unique geography of the region and its ecological character demands this concept. Individual states in the Northeast do have their own specific identity, which should reflect in their detailed local proposals.

The Tourism Development in the Northeast region will depend on integrated approach, involving various government departments, private entrepreneurs, voluntary organisations and local community. The broad and general recommendations revolve around the unified strategy of tourism development for the Northeast and specific development proposals essential and complementing tourism development in the region. This approach will also help in evolving local people's perception towards tourism development as a strong tool for socio-economic upliftment, with self-dependence and without environmental destruction of the region.

Most of these recommendations will fall outside the state government's purview. It will be the responsibility of the Central Government to augment these services for these neglected states. However, the state governments need to understand the importance of these basic requirements for the overall development of the states, and should keep no stone unturned in their efforts of constant follow up, persuasion and also collaboration with the central government / funding agencies etc. These should be aggressively and diplomatically handled by the state government on all fronts, political, bureaucratic, social and economical at regional, national and international levels.

#### a. **Communication Network – road, rail, air, phones, internet:**

The status of the basic communication network in the region is much below the minimum standards. The tourism development in the region will heavily depend on the immediate improvement in this infrastructure within the next five years. A few urgent measures are as under:

**ROADS:** The roads are the most important sector in the communication network since they are used by maximum number of people. The GREF is doing excellent work of the road development in the region. At present they are concentrating on the National Highways. Special efforts should be made to take corrective actions at

known points of regular disruption during the monsoon. Generally these are caused by landslides or floods in this difficult mountainous terrain. (e.g. Sonpur near Silchar on Guwahati – Shillong – Silchar National Highway)

The state highways interconnecting different states in the region should be taken up for the development immediately. Additionally, the other minor roads leading to various tourism destinations should also be taken up for development and maintenance.

Diplomatic efforts should be strengthened for the approvals and development of the international roads linking the neighbouring countries. The implementation of the proposed Transport Corridor linking the countries in the Southeast Asia should be expedited. This will be a socio-economic boon for the Northeast India.

This should be complemented with efficient, quality passenger transport service under the public and private sector. The basic passenger facilities like clean, hygienic and decent rest rooms with toilets, drinking water fountains and restaurants should be provided at the terminal points and also at regular intervals along the National Highways. The private taxi service should also be made available for the tourists. The public transport service should be effectively monitored and controlled by the government authorities.

**RAILWAY:** Present railway infrastructure in the region is just bear minimum. It does not even connect to all the states in the region. All lines are not broad gauged lines. The quality and frequency of trains is very low. The basic infrastructure and facilities for passengers at the railway stations are also very poor. This is a neglected sector of the Indian Railways and need immediate attention since this is the most popular travel mode for all categories of passengers. This mode also works as a very good alternative in case of road blockages etc. due to climatic adversities in this rugged region.

The railways are also very popular amongst the tourists; particularly international tourists and a special tourist railway route could also be considered.

Additionally, a possibility of international connectivity may also be attempted, particularly to Myanmar and Bangladesh.

**AIR:** Northeast is the most neglected sector of the country for air travel. The entry point is Kolkata airport from where all the flights to the northeast embark. Presently, there is only one direct link (Delhi) to the mainland other than Kolkata. Recently, one International flight has been introduced to Bangkok from Guwahati. The flights are very irregular, generally cancelled for various reasons. The airports are primitive and landings cannot take place during the slightly inclement

weather or at nights. The flight schedules and frequencies are not satisfactory.

This requires a total revolutionary thinking. Interstate connectivity must be planned on a priority basis. Up gradation of all airports should be done urgently. Guwahati airport should be made international as soon as possible and more direct national connections should be introduced.

PHONES: The entire country has been going through the telecommunication revolution, except the Northeast. Even local telephone service is not available in many areas. The connectivity is very poor wherever the service is presently available.

This requires to be resolved on a priority basis. The ISD / STD / FAX and local service must be made available at all towns and major villages along the highways. The availability of public telephone booths can also provide employment opportunity to many local youths / women and physically challenged people. This has become a basic need for any development proposal and more particularly for tourism.

INTERNET: Internet service has become the basic amenity since the world entered in the 3<sup>rd</sup> millennium. Every business needs this service to compete in the world / national market. This service is almost non-existent even in the major cities in the Northeast.

This service also needs to be provided on a high priority basis, if the Northeast has to be developed. The tourism sector cannot develop and compete with the other states unless this facility is available urgently.

#### **a. Biosphere Reserve – Ecological Land-Use Policy for NE:**

The Northeast India has been identified as one of the most important Biodiversity Hot Spots in the world and has been included in the Red Data Book of the IUCN. It is one of the richest phytogeographic regions in the country. The entire Northeast Region must be considered as the country's major Biosphere Reserve and any development in this region has to be planned with a very careful, environmentally sensitive and responsible approach. All development will strictly follow the norms enlisted by the Ministry of Environment and Forests under various Acts and also those of the International Union for Conservation of Nature (IUCN). There should be a Regional Master Plan for the Northeast based on the Ecological Land-Use Policy. (See Appendix-u)

A special emphasis should be given to conserve the entire Brahmaputra River Valley along with the tributaries and catchment area as a special Eco-sensitive Zone. The Tourism Policy for the entire region should also revolve around this basic concept.

**b. Entry formalities:**

At present, except for Sikkim, Assam, Meghalaya and Tripura entry to all the other states is restricted even for Indian tourists. This is a major deterrent for tourism in the region.

The entry permit requirements for the Indian tourists should be abolished immediately.

The entry permit formalities for the foreign tourists should be simplified immediately and abolished in due course.

**c. Documentation and research to create user-friendly database of tribal culture of NE – art, music, dance, food, textiles etc.:**

There is tremendous interest amongst the tourists in the ethnic tribal culture of the Northeast. However, not much authentic literature is available. Various government organisations and Universities have been carrying on research in these fields over the years and the documentation and papers have remained locked into the cabinets of these offices. Thus holistic documentation of the cultural heritage of the Northeast is non-existent today.

The Tourism Development in the Northeast Region is closely linked with the rich and diverse cultural heritage of more than 200 ethno-linguistic communities of the region. This offers great opportunity for promoting Cultural & Heritage Tourism, which has remained unexplored. The detailed and holistic will provide the base to plan an integrated strategy to develop this parameter for the entire region and also for the individual states of the region. There should be a coordinated effort from the Department of Tourism to create the database and make it available in a user-friendly and presentable form. The Northeast Zone Cultural Centre (NEZCC) situated at Dimapur in Nagaland and various Tribal Research Institutes in different states can play a key role in this documentation exercise.

A time bound Action Plan needs to be drawn for this activity since the development action for Cultural & Heritage Tourism will greatly depend on this documentation. This exercise should commence immediately and should be implemented in a scientific and professional manner.

The activity will involve:

- 1) Literature study & compilation of the existing information
- 2) Systematic fieldwork to update this information
- 3) Collection of additional data and filling in the gaps
- 4) Scientific analysis of the entire data

- 5) Synthesis and interpretation of the data in an appropriate context
- 6) Presentation of the entire documentation in a user-friendly manner
- 7) Interpretation of the unique features from this documentation for the purpose of development of Cultural & Heritage Tourism in the Northeast Region and also in individual states
- 8) Involvement of local people in the strategy planning and ensuring their participation in the implementation
- 9) Preparation of the Master Plan for the development of Cultural & Heritage Tourism for the Northeast region through a professional consultant
- 10) Preparation of detailed Project Plans for individual states through professional consultants.
- 11) Implementation of the Projects through professional agencies

The first step towards this achievement is the process of Documentation, which should commence as soon as possible. It is a complex and time consuming exercise and will require a multi-disciplinary team of professionals. This exercise could be a part of the implementation of the Perspective Plan and we will make a statewise budget provision for this activity.

**d. Replacement of jhoom by appropriate forestry / horticulture or other alternatives:**

The natural forests and ecosystems of the Northeast have been destroyed because of one main reason i.e. the practice of jhoom cultivation by the locals. This needs to be replaced on a priority basis by creating alternate opportunities for the local farmers.

This requires socio-economical and ecological approach and the Forest department and the local voluntary organisations must take lead to revert the present situation. The project 'NEPED' in Nagaland may be used as a guideline for the other regions.

**e. Computerisation / Internet networking of all basic services:**

The entire world has become one small community because of computer and Internet technology. All economic and development endeavours have become very efficient and competitive. Any imitative cannot succeed today without effective and appropriate use of computer and Internet technology.

Particularly for the Northeast region, which is geographical isolated from the mainland India, it will be of tremendous advantage to make use of these modern facilities for effective and efficient communication and service. All basic services e.g. Bus / Railway / Air bookings,

Tourist Destination bookings, regional information network etc. should be made available as online service, with immediate effect.

**f. International Research Projects (Tourism, Trade, Adventure, Ecology, Nature) with the adjoining and other nations:**

The Northeast region is lacking in international exposure. There are hardly any international collaborative projects in development / research fields. This one area must be projected with emphasis, since it can bring in innovative technological and scientific approach to various facets of development strategy and also could attract large funding. Our students and local communities could also gain intellectually through such an exposure.

These efforts need to be coordinated through a single agency dealing with international research / development collaboration and emphasis could be given to the fields of Ecology, Nature, Adventure and Heritage Tourism, Trade etc. which has regional significance. The extra efforts may be made to begin such collaboration with the neighbouring countries.

**g. Eco-tourism policy of entire NE region:**

The Tourism Policy for the entire Northeast Region should be based on the concept of Eco-tourism with very wide parameters. The eco-tourism should not just mean nature tourism, but also should consider environmental / Heritage conservation and education as a core feature.

**h. Publicity campaign with main emphasis on Nature & Culture:**

Entire Northeast region need to be showcased positively with a well-designed and aggressive publicity campaign. It is a major need for the tourism development of the region. The emphasis of the campaign should be on Nature and Culture. These are two very positive aspects of the Northeast and people from all over the world will be interested to visit the region, if these aspects are highlighted.

Such positive publicity will also counter the negative image of the Northeast created because of insurgency incidents.

This should be carried out through all possible media e.g. newspapers, magazines, radio, TV, films, Internet etc. and through various forms of journalism (feature articles, tourism articles) and sports / glamour / cultural events, educational / religious / political gatherings etc.

**i. Major Institutes for tourism, adventure, defence, forests & wildlife etc.:**

The Northeast region has specific potential for unique sectors like Tourism, Adventure, Defence and Forests & Wildlife. These could be exploited to create interest amongst the people while providing them advanced training in these fields, which could create better opportunities, particularly for the local youth.

Such Institutes can also create international interest. A few such examples are Nehru Institute of Mountaineering (NIM) at Uttar Kashi in Uttaranchal, Himalayan Mountaineering Institute (HMI) at Darjeeling in West Bengal, Central Institute of Jungle Warfare (CIJW) in Mizoram, Wildlife Institute of India (WII) at Dehradun in Uttaranchal.

**j. Cultural Centres at Indian metro cities and major international cities:**

Northeast Cultural Centres, as a joint effort of all eight states of the region, could be an excellent avenue to project Northeast in a positive way to the other Indian states and also to international community. These centres could act as ambassadors of the Northeast region to promote tourism, education, culture, arts and also to provide opportunities to the youth from Northeast Region to focus themselves in front of the world. They can also function as Socio-economic Centres for the Northeast.

This could be initiated in the South Indian cities of Bangalore and Chennai, since majority of youth from the Northeast prefer these cities for higher education. These Cultural Centres could be designed to function on the lines of British Council or Maxmueller Bhawan in India.

**k. Major Service Sector – Power, Water, Health, Education:**

The Northeast Region has remained socio-economically backward mainly because of very weak Service Sector. The standard of major basic services like Power, Water, Health, Education is much below the satisfactory level. These need to be enhanced with a concentrated effort within a short span if we wish to achieve the overall development growth in the Northeast in the next five years.

This need not depend on the central assistance. The centralised development body like Northeast Council could achieve this with a strong persuasion and enthusiastic collaboration from the state governments / voluntary organisations. Good and well-designed proposals with a positive approach could generate their own funds or international funds.

## 2. GENERAL RECOMMENDATIONS FOR TRIPURA:

The general recommendations are based on a broad approach considering the future time frame of 20 years for the tourism development in the State. Since Nature and Cultural Heritage are the main assets of the state, the tourism policy will have strong emphasis on Eco-tourism and Heritage Tourism and entire planning strategy will be based on the eco-sensitive principles of Environmental Design. All development will strictly follow the norms enlisted by the Ministry of Environment and Forests under various Acts and also those of the International Union for Conservation of Nature (IUCN) and UNESCO. The state may not have control over the implementation of the recommendations for the entire Northeast region, since that will be under the purview of the Central government and NEC. However, the state must make concerted efforts and follow up with these agencies for quick redressal of these recommendations. This will require sustained efforts, persuasion, enthusiasm and patience on the part of state officials. It must be noted that the success of the tourism development in the state will largely depend on the timely implementation of the regional infrastructure.

The strategy is four fold:

- i. Regional (NE) infrastructure development necessary for the tourism development of the state. This has been enumerated in the section-1 above.
- iii. General infrastructure development in the state necessary for the tourism development. This is enumerated in this section-2.
- iv. Development of existing / proposed tourism projects which have been already worked out by the DICAT. This is enumerated in the section-3 hereunder.
- v. Development of new unique and specific Tourism Projects and Tourism Circuits (state, interstate and international). This has been enumerated in the sections-4 & 5 hereunder.

### General Infrastructure Development in the State:

#### a. **Roads & Transport, Railway, Air:**

The major roads in the state are being designed and maintained by the GREF / BRO. These are generally in a satisfactory condition. However the conditions of the other roads is very poor. These need to be upgraded by the PWD immediately. Priority must be given to the roads leading to the tourist destinations. Many new roads also need to be planned and developed specifically to provide access to the new tourist destinations. These will be also useful to provide alternate access / circuits for smooth connectivity of nearby destinations.

Along with the development of roads, it will be very useful to develop the road landscaping, particularly on the roads leading to the tourist spots. This includes roadside plantation of trees and shrubs with a

specific concept and aesthetic value, creation of shelters, viewpoints and select appropriate locations for interesting signage and graphic designs. This will have educational and publicity value in addition to functionality. This can be carried out in close collaboration with the GREF since they have specific budget provisions for some of these features.

The improvement of interstate and local public transport system is of utmost importance. This needs up-gradation in the quality of buses, service, frequency and also the basic tourist facilities at the bus stands. The special tourist buses could be provided in the public / private sector at special rates, once the tourist traffic increases. This will avoid conflict with local passengers. This can be worked out by the DICAT in co-ordination with the state / private operators. The DICAT may have its own minimum transport facilities like jeeps, mini buses etc. mainly for the conducted tours for a group of tourists. However, the financial sustainability of such arrangement needs to be carefully worked out.

At present, there is private taxi (Tata Sumo) service between Silchar, Karimganj (Assam) and Dharmnagar in North Tripura district. There is also some local taxi service in the major cities of Tripura. However, this service needs to be improved with regular control and monitoring by the government. The rates should be standardised and local taxi service must have meters. This removes any confusion / doubts in the mind of a tourist and creates a comfortable feeling.

At present, the major deterrent for the road travel is the limitations on free movement due to insurgency problems and compulsory security escort which all tourists have to follow and is available at certain time intervals only.

Railway: Presently, there is a passenger service to Tripura available up to Kumarghat station in the North Tripura district. Passengers have to get down at Kumarghat and then travel by road. Since the railway is the most popular and economical mode of transport for tourists, this needs to be upgraded soon. There is a proposal to extend this line up to Agartala. This should be done urgently during the next five years. This line may be further extended up to the other parts of Tripura, particularly in the South Tripura district and also to Bangladesh, possibly within the next 10 years.

Air: The Agartala airport is at a distance of about 12 Kms. from the main city. The airport needs immediate up gradation in terms all weather and night landing facilities, communication services, transit accommodation facility etc. The frequency of services and interstate (Northeast) connectivity needs to be improved. The efficient transport system like prepaid bus or taxi should be made available urgently since the distance to the main city is considerable.

There are three small airports at Khowai, Kamalpur and Kailashahar, which are not functional at present. However, they could be developed and up graded to be used for internal / interstate (Northeast Region) travel through small planes / helicopters etc. This could be carried out through private participation.

There could be a joint effort by the Tourism Department and the Railway / Air / Road transport authorities to develop Yatri Niwas like transit accommodation facilities at the terminals. DICAT has tourist lodges in the main cities which could be linked to the airport / railway stations / bus stations through those transport authorities to be used as a transit facility.

**b. Modern Tourist Information Centres:**

The tourists feel most comfortable if the efficient information service is available at the entry points. At present, such facility is not available for Tripura. The modern Tourist Information Centres should be installed at all the entry points i.e. airports at Agartala, Guwahati, Kolkata and Silchar; railway stations at Kolkata, Guwahati, Silchar and Kumarghat; bus terminals. These Tourist Information Centres should be well equipped with all modern communication facilities (phone, fax, internet etc.) and should have computerised services. All tourist publications / books / brochures and maps should be available at these centres. The tourists should be able to book their accommodation and travel from these centres and such information should be easily available. These centres could be an employment opportunity mainly for women and youth.

**c. Computerisation of Tourism Services:**

Computerisation and Internet networking have become essential components of any business and service-oriented establishments. The tourism sector is a very competitive sector and could be successful only through efficiency and prompt service. The DICAT, Tripura is lagging behind in this aspect and this up gradation of the department is of utmost urgency. The computerisation of the office services should be linked to the information & booking / reservation networking of all the facilities at various centres all over the country / world. Online reservation / booking facility through credit cards etc. should be made available to the tourists. The efficient website of the DICAT will be a good tool to achieve this.

d. **Booking Agents:**

The efficient service in any business sector depends on wider network, either through Internet or through well-distributed competent agents. For a state like Tripura, which has locational obstacle, must organise for both these networks for showcasing itself to the world. The DICAT, Tripura should start immediately in this direction by establishing Booking Agents in the major cities in the country e.g. Kolkata, New Delhi, Mumbai, Chennai, Bangalore and Hyderabad. The empanelment of such agents should be done on a selective basis and good incentives should be offered for better response. This system is more sustainable since this does not involve the department in any investments or establishments. However, Internet connectivity with such agents will improve the efficiency of tourist attraction to Tripura. The system of agents has been popular and effective in many business sectors.

e. **Professional Training of staff:**

Tourism industry has become a specialised sector today. It is a fast growing, labour incentive and competitive industry. The concepts in tourism sectors are also changing fast and one requires to be updated constantly. Unfortunately, this does not happen in the government sector easily, more so in the isolated and young state like Tripura. The specialised training received by the department staff is very minimal (Appendix – v). The DICAT, Tripura is relatively young department. The senior officials have learnt the subject with experience. However, professional training in various aspects of tourism sector to the different categories of staff is of utmost importance. The exposure to the national and international scenario is also very important. This could be achieved by their participation in different seminars / workshops / short-term courses etc. Such training programmes could be organised in-house also to minimise the costs. The staff should be encouraged to improve their qualifications in this sector and incentives like increments / promotions etc. could be offered. All new staff must have tourism related professional qualifications. This will be very useful investment on part of the government.

f. **Target Tourist identification and appropriate strategy:**

The tourism development strategy needs thorough research and analysis of the past trends and existing scenario. Unfortunately, the department is not equipped for such exercise, nor they have a database. This basic research and data collection should start immediately. It is also of utmost importance to understand the principles of Eco-tourism and Heritage tourism since that will be the basic theme for Tripura Tourism. Excessive tourism may look economically attractive but it will destroy the tourism potential due to degradation of the surrounding natural environment. This could happen with uncontrolled tourism.

The carrying capacity of the infrastructure and also the tourism environment must be carefully assessed before starting the marketing strategy. The controlled approach will be the most sustainable strategy. In the meanwhile, we suggest a few target groups for immediate service e.g. Local (state), Regional (NE), Domestic (West Bengal, Orissa, Delhi, Maharashtra, South India), International (Bangladesh, Myamar, Nepal, Bhutan, China). This choice is based on our analysis of the small tourist data collected by us and this could be modified based on the changing trends (Appendix- w, z & aa). Each of these target groups will require appropriate strategy for publicity, service and facilities. At present, the local and regional tourists are the most important users of the facilities. This group should be targeted with appropriate incentives in a big way for the first 2 / 3 years. This group will not be affected by outside circumstances and there will not be big downward fluctuations in their traffic. These groups will help the stabilisation of the tourism business in the state and will allow the opportunity for further development of facilities to attract the other groups in the next 5 / 10 years. The publicity at local and regional level will help to achieve this target. Involvement of local voluntary organisations, educational institutions etc. could consolidate this effort. Educational and Cultural tours for larger groups could be big attractions for this sector. The investments pattern will also be low for these efforts.

g. **Tourism Clubs:**

As a part of tourism promotion at local and regional level, an idea of Tourism Clubs could be initiated in the schools and colleges from Tripura and the Northeast Region. This could be on the line of Nature Club movement of the WWF-India. In a very short time, the tourism concept would reach the younger generation. The DICAT should become a nodal agency to promote, encourage and monitor this activity. The Clubs will be registered with the DICAT and they will be provided with tourism information, magazines, films etc. The schools / colleges will be encouraged to carry on these tourism related activities as extra-curricular activities of their institutions. The tours organised by the Clubs will get concessions from the DICAT. This activity can become very popular within a short time and it does not need large investments from the Department. This should be started in the state immediately.

h. **Marketing & Publicity:**

This requires professional approach and could depend on the basic concept of Eco-tourism and Heritage tourism. However, basic publicity has to be carried out through different media. Most important and attractive is the roadside signage and hoardings. They are functional and permanent. The strategy for the design of signage / hoardings has to be carefully planned. It must provide independent and unique

identity to Tripura Tourism. The punch lines, scripts and colour schemes are important factors to achieve quick and long-lasting results. This should be coordinated with the GREF and PWD who have budgetary provisions for such features in their road development budgets. This is relatively less expensive item. Additionally this should be complemented with usual outside publicity through regular newspaper and magazine articles, radio / TV programmes on the state and various interesting features and occasional sponsored advertisements. We do not recommend expensive advertisements in the initial period of ten years. Slow but steady and quality publicity will create permanent market for the state like Tripura.

The marketing strategy will depend on the assessment of the carrying capacity of the tourism potential and also on the regular monitoring of the initial efforts for the tourism development. It will take a very long time for the tourism to really pick up in the Northeast, particularly because of infrastructure deficiencies and socio-political issues. Therefore, it does not look advisable to start very ambitious marketing strategies at this juncture. However simple marketing methods could be used to augment the existing facilities. The existing Wayside amenities and Restaurant are under utilised even though they are at strategic and excellent locations. The DICAT can tie up with the Department of Transport and private bus operators, so that these locations become regular lunch / tea halts. Appropriate incentives may be provided for this joint effort.

i. **Health Care:**

General Healthcare strategy specifically from the tourism point of view is very important. This is non-existent today. Tripura has two major possible health problems for tourists i.e. Malaria and Gastro-enteritis. The concerted efforts are required for prevention of these problems at all tourist destinations. These could be tackled with following simple strategy:

- All tourist lodges should have mosquito control systems e.g. Mosquito nets in all bed rooms, mosquito nets on all windows / double shutter system for windows, provision of eco-friendly mosquito repellents, cleanliness of the surrounding environment like lowlands, open tanks, septic tanks and soak pits etc. which act as mosquito breeding places.
- Biological control of mosquitoes through the appropriate use of repellent plants in the landscape design, use of appropriate fish in the water bodies in the surrounding region etc.
- All tourist lodges must be equipped with efficient water purification plants. The regular maintenance of such plants is of utmost importance for their efficiency. This should be also made mandatory at all restaurants, at least those operated by the tourism department. Additionally, this should be complemented with the availability of bottled water of certified brands.

- All kitchens must have high standards of hygiene. The kitchens and restaurant must be kept absolutely clean. The equipment and raw material must be maintained in clean condition. The staff should follow strict disciplines of hygiene.
- All toilets must have high standard of hygiene and cleanliness.
- Intermittent and regular pest control with eco-friendly methods must be carried for the tourist premises and the surroundings.
- In general, awareness of high standard of cleanliness, hygiene and health care amongst the staff must be ensured with regular monitoring and intermittent campaigns.
- All tourist lodges must be equipped with first-aid facilities

j. **Joint Projects with the other Departments:**

The DICAT should not work in isolation. In fact, the Department should act as a co-ordinating agency to develop the tourism potential in the state in different interesting areas. This will help the Department to use its limited resources judiciously. There are other government departments like Forest, Archaeology, Tribal Development, Rural Development, Agriculture & Horticulture, Education, and Sports etc. The activities and programmes of these departments could be designed to suit the tourism potential of the state and tourism department should give these inputs to these departments. Wildlife and Adventure tourism are the upcoming and very promising sectors and they could be effectively and sustainably developed as the joint projects and programmes. At present, there are no such attempts and this must be developed immediately since this is the most sensible and sustainable approach.

k. **Special Tourist facilities at the State entry / exit points:**

Entry and Exit points have a lot of importance to create identity for the State. The tourists get their first and lasting impressions at these points. These points are important for Tripura, in the present circumstances where the tourists spend a lot of time at such points waiting for security escorts etc. and it will be advisable to make their time at such places comfortable and pleasant. This could be achieved by creating Special Tourist Centres at these entry / exit points in co-ordination with the security authorities. These centres could provide basic tourist facilities, provide information and also play a major role in establishing the first warm contact and impression with the tourists. The design of such Centres should reflect the identity of the state.

l. **Privatisation Strategy:**

The role of the DICAT should be to develop the tourism potential in the state by creating infrastructure and developing tourist spots. It should get out of implementation process as early as possible. The privatisation of various facilities with different strategies makes the

projects sustainable in a long run. However, in the present nascent stage, it may not be possible for the department to attract private entrepreneurs who could take risk and invest funds since the tourism market is unpredictable. At present, the Department has managed to privatise two facilities on modest terms. The ongoing efforts in this direction have not received satisfactory response. The Department will have to prepare its own strategy of sustainability through economic / participatory / collaborative projects for the next ten years. At the same time efforts must be continued to involve the private participation in the creation of infrastructure, through attractive incentives and benefits. A few popular tourist spots could be offered on a BOT basis as an experiment.

m. **Barrier Free Design approach for physically challenged people:**

This is the most important modern concept and should be included in all the infrastructure designs for indoor and outdoor spaces. A concerted effort must be made to make the tourist spaces universal. Additionally, all tourist places must be made fully equipped with amenities like wheel chairs, walking sticks, umbrellas and also the first aid facilities. This concept is new and has to be insisted upon and handled very sensitively.

n. **Tourism Act & Heritage Act:**

Tourism Industry has a great potential to develop into a very strong socio-economic sector. This sector will have many facets and will cover a very large and complex area. It is necessary to envisage this factor at this preliminary stage in a state like Tripura and cover many complex issues under the Tourism Act to develop, control and monitor various parameters of Tourism Industry in a systematic way. Introduction of such an Act at this stage will also allow the state to understand its finer issues and allow it to be evolved along with its progress. Many countries already have such Acts and even many Indian states are in a process of formulation of such a statutory provision. The state government should initiate this process, which will strengthen the tourism movement in the state.

The tourism development in Tripura will follow the basic concept of Eco-tourism and Heritage tourism because of its strengths in these two sectors. It is imperative that any development under these two concepts has to be handled in a very careful and sensitive manner to make it sustainable. There are various acts already in existence both at the central and state level to take care of Environmental Conservation and the strategy could be to follow these acts strictly. However, there are no such centralised acts for Heritage Conservation. Tripura has tremendous heritage assets in different categories like culture, archaeology, monuments, temples and religious places, palaces, places associated with unique personalities, natural features, cantonments etc.

Many of these are located in the fast developing urban centres like Agartala and could get lost if this development is not monitored in this direction at this stage itself. Heritage Act is a prime necessity for Tripura and it should be enacted immediately. There are many models available to follow (Mumbai, Delhi, Bangalore etc) and the step must be initiated now.

o. **Funding Avenues:**

The DICAT must try various funding avenues in a process to make the activity economically feasible and sustainable. All proposals / projects must be worked out like business proposals considering all possible projections. The state / central governments may provide limited assistance for the initial gestation period. However, a definite strategy has to be worked out for the long-term maintenance of such facilities. The other funding avenues should be tapped. Various government departments and organisations provide specialised funding for specific projects related to their activities and tourism sector being a versatile sector could tap these resources. The Ministry of Environment and Forests finances projects related to Biodiversity, Wildlife, Plant Conservation etc., the Central Zoo Authority provides funds for zoo related projects, the department of Alternate Energy, Education etc. also provide similar financial assistance. There are many international organisations / universities which are interested in long term ecological research in the regions like Northeast. The tourist infrastructure could be also used for such complementary activities and made sustainable. Tripura has tremendous potential to attract private investments in tourism sectors. However it will depend on the other factors like insurgency adversely affecting the state. The state government has already identified tourism as an industry. Now it must begin to treat the tourism sector like a public sector industry. Tourism industry is likely to provide tremendous socio-economic benefits to the state with multiplier effects. It is a fast growing and non-polluting industry, most suitable for a state like Tripura. The state government must invest / divert substantial funds in this sector to reap quick overall benefits.

3. **GENERAL RECOMMENDATIONS FOR THE EXISTING / PROPOSED PROJECTS:**

The DICAT, Tripura has developed substantial infrastructure in the state since its inception in 1972. There are a few projects which are under construction and a few which are in the pipeline awaiting approval from the Department of Tourism, Government of India (Appendices- j, n, o & q). All these projects have been under the assistance from the central government (70%: 30% basis). The state government budget provides for its share of 30% towards the capital costs and also for recurring costs to cover the routine maintenance of this infrastructure and the staff salaries. At present, the occupancy rate and

effective revenue generation is quite low. It will be very difficult for the department to maintain the infrastructure in good condition. Even at the present stage, the infrastructure requires a lot of up gradation just to bring it up to the satisfactory standards.

We therefore recommend the strategy of stabilisation for the next five years. That will include:

1. Complete all incomplete / under construction works of the approved projects
2. Obtain the approval for the projects in the pipeline awaiting sanction from the Department of Tourism, New Delhi; commence and complete those works as soon as possible
3. Do not apply for any more new, infrastructure projects
4. Carry out total up gradation of all the infrastructure to bring it to the excellent standard
5. All efforts should be concentrated to identify and develop new and unique tourist spots and tourist circuits with very minimum basic amenities
6. Simultaneously, additional efforts should be focussed on effective publicity and marketing through innovative and professional approach

The above strategy may be further detailed out as under:

a. **Up-gradation of the existing infrastructure:**

The present status of the infrastructure is not satisfactory and requires immediate total overhauling. This will include work under structural, architectural, interior, services and landscape categories. This should be taken up as a single project and handled professionally. Piecemeal repair works will not achieve a desired result. A total master plan for this project need to be worked out including the strategy for phased implementation so that a part of the infrastructure remains available for use. This work should be taken up more seriously than even the new constructions. A thorough brainstorming should be carried out while deciding about the utilisation of the space for appropriate functions and also to decide material specifications, which should be functional, economical, maintenance free and aesthetic. Tripura falls in the category of high seismic zone and maximum efforts must be made to see that the structural up gradation takes care of earthquake resistance. The attention must be given to include all Healthcare measures required to be incorporated at the construction / renovation stage itself. This should be made an integral part of the infrastructure. All the concepts of environmental design should be integrated in this master plan since Eco-tourism and Heritage tourism will be the basic themes of Tripura Tourism. This investment will be a good saving in the long run, if carried out professionally and with integrated approach (Appendices – r & s).

b. **Architectural face lifting with ethnic character:**

The above exercise of up gradation should be complemented with another innovative attempt to change the façade of the present set up. Most of the present structures are designed as standardised building designs. This has happened because the DICAT has been implementing the infrastructure through PWD, CPWD, Housing Board and the Engineering Cell of Agricultural Department. These structures are functional but lack any character. The tourism sector needs innovative thinking in design of all products, and infrastructure should get priority in this direction. The architecture must reflect the ethnic character and identity of Tripura / Northeast. This approach must be considered for all new designs, at the same time the existing structures could also be superficially modified to achieve such results.

c. **Landscape design:**

Nature is the most important feature of the Tripura Tourism and as such it becomes imperative that the infrastructure provided for the purpose of tourism does not become eyesore but merges with the surrounding landscape. Therefore, the landscape design of these tourist places becomes a very important factor. It must also be emphasised that the landscape design should follow ecological concept rather than beautification process.

d. **Up-gradation of existing transport facilities:**

The DICAT already possesses some minimum transport facilities like jeeps, buses etc. The utilisation of these facilities for the tourism purposes is very minimal. These vehicles require regular maintenance and they become a liability over the years if not put to proper use. The in-depth analysis of the utilisation and possible requirements must be carried out immediately to decide the strategy for such in-house facilities. The bear minimum vehicles should be kept for routine use. A joint collaborative strategy should be worked out with the State Transport Department and private entrepreneurs for utilisation of their vehicles for conducted tours etc. on a regular basis or whenever required. The department vehicles should be given a new look to provide special identity and tourism publicity.

e. **Publicity:**

The tourism publicity should be carried out through various methods with specific concept of Eco-tourism and Heritage Tourism. It must be carried out innovatively and economically. The care also must be taken to consider the infrastructure and its carrying capacity, before taking up the publicity in a big way. Subtle approach will be the best strategy at this juncture for Tripura. Localised publicity could be best carried out through roadside signage and hoardings. This has to be designed with a definite

theme and should be very attractive. It must provide the identity to Tripura Tourism. Outside publicity can be carried out most economically through newspapers / magazine articles on the state and its interesting features. This should be a regular and sustained effort. Talented local journalists could be given some incentive to provide these inputs.

Innovative programmes on Radio and TV is another effective strategy for far reaching publicity. This needs to be coordinated with some regular features on these media. Well-designed products and souvenirs make a subtle positive impact on tourism publicity. These are functional elements, which could become show windows of Tripura Tourism. Some examples are backpacks, caps, T-shirts, stickers etc. The innovations in design will provide economical success to these products with minimum investment and will also achieve subtle but long lasting publicity. Information literature like brochures, posters and books is another excellent avenue for publicity. However, the theme based and innovative products will only stand out. Care must be taken to follow environmental norms, like use of recycled paper, ethnic designs etc. to emphasise the basic theme of Eco-tourism and Heritage Tourism. The active participation in various national and international travel / tourism / trade fairs is another effective method of self-projection at minimum cost.

**f. Information Database:**

A lot of important information about the state has been documented by various agencies over the years. However, it is lying scattered all over, without any reference cataloguing. The genuinity of the information is also not guaranteed. Easy access to this information is very important from tourism point. The DICAT should take lead to coordinate with various government departments and other agencies to compile and systematically document this information as a reference database. This will be very useful for the department and others for the dissemination of information and also for educational purposes. This could be carried out through professional assignment.

**g. Signage and Graphic Design:**

These are important tools to create identity while achieving functionality through aesthetics. At present, this is non-existent in Tripura Tourism. This also requires professional and strong concept based approach. This could be achieved in many ways like directional signage towards tourist places, logo for the department, stationery of the department, staff uniforms, name plates, vehicles etc. This is inexpensive item considering the outputs it could achieve. The roadside signage and tourism hoardings could be implemented in close collaboration with the GREF / PWD since they have budget provisions for such features in their road development activities.

**h. Budget:**

The entire exercise of tourism development has to be carefully planned considering all financial implications. The realistic estimate is the key for successful and timely completion of the assignments. The financial planning and management is utmost important for short term and long term objectives. The functional and financial phasing of the development activities can be worked out through this exercise. It provides the clear vision for the management.

4. SPECIFIC UNIQUE TOURISM PROJECTS FOR TRIPURA:

**a. Royal Splendour of Agartala, a Heritage Conservation Project:**

Tripura is an erstwhile princely state having a great history dating back to Mahabharata and Vedas. The earliest capital of Tripura was Udaipur. Maharaja Krishna Manikya (1760 – 83) shifted this capital to Old Agartala (about 15 Kms. from the present Agartala city) due to continued attacks by Samsher Gazi since 1748. Then during the reign of Maharaja Krishna Kishore Manikya (1830 – 50) the capital was shifted again to the present Agartala. It has remained the seat of the state headquarters since then.

Agartala is a capital city of Tripura State today. The city is picturesque with low hills on three sides and plains opening to the adjoining Bangladesh. The city dotted with lakes and ponds is a natural feature of Agartala. The city has its royal and historical character due to the presence of palaces, temples, gardens, monumental public buildings, archways and many small historical features.

Fig. 4 – Ujjyanta Palace, Agartala



However, not much of this is really preserved with a concept of Heritage Conservation. The haphazard urban development all around is wiping off this heritage character from the city. Royal Heritage is a great tourist attraction all over the world. Even in India, many erstwhile royal cities have become the places of great tourist attraction e.g. Jaipur, Mysore etc. They became popular because their Royal Heritage value has been conserved and developed into a tourist attraction with many more additional features. Agartala has a great potential to become one of such cities of Royal Splendour. It needs a planned strategy and immediate and sensitive implementation.

We propose that Heritage Act must be immediately enacted and applied to Agartala City. The listing of heritage architecture, precincts and other features should be carried out under the experts' guidance. The new development in the city including infrastructure should be under the strict control and monitored thoroughly. It will be advisable to form a special 'Agartala Heritage Conservation and Development Authority' to look after all the necessary functions related to planning, management, monitoring, control and development. The DICAT should initiate this action immediately and involve local people, voluntary organisations, experts etc. and make it a participatory project. There is a possibility of good funding from national and international funding agencies for a scientifically and systematically worked out Heritage Projects. The state government may create a Heritage Fund for this purpose.

We propose a few strategic actions and features unique for Agartala:

- Core area of the city bounded by Kata Khal in the north, Haora River in the south and Jainagar / Ramnagar in the west, Dhaleshwar / Shibnagar in the east to be declared as Heritage Precinct. A Heritage Action Plan to be prepared for this precinct.
- Listing of all heritage buildings in the city and preparation of the conservation plan for these buildings.
- Environmental and Landscape Design for the entire city with a special emphasis on the Heritage Precinct. The landscape design should use spaces and plants with special indigenous character and significance.
- Special up gradation, face-lifting and beautification of major monumental buildings like Ujjayanta Palace, Kunjaban Palace, all Temples, Maharaja Bir Bikram College, Victoria Hospital, Schools, Libraries and all buildings associated with royal patronage.
- Malancha Niwas, which has a special significance due to the association of Ravindranath Tagore, must get very special attention. The entire complex and the building are in a neglected status. However, it has a great potential to be developed into a cultural centre of tremendous significance and tourist attraction. This must be implemented on a priority basis, if necessary by acquisition, since otherwise there are chances of losing this cultural and heritage monument.

- Haora River environment and various lakes / ponds in the city must get special attention to be developed as ecological and passive recreational spaces for this royal heritage city.
- Many royal monuments are being used as government offices presently and they are not accessible for tourists. After the shifting of all government offices to the new capital complex, these monuments should be restored to appropriate public user and should be made accessible to people.
- Other interesting features like Museum, Cultural Centre, and Handicraft Centre etc. should be upgraded to international standards. A few new features should also be added.
- A War Memorial to commemorate the Indian soldiers who gave their life in the Bangladesh liberation war is an overdue necessity. People of Tripura have sacrificed a lot during such episodes and the world is unaware of the facts. A well-designed and significant memorial at a strategic place will be an apt tribute and also an international attraction.

The DICAT should initiate immediate action to prepare Master Plan for this project. This should be handled in a very efficient and systematic way under the professional advice.

**b. Lake City of Udaipur, serene amalgam of Nature, Heritage and Pilgrimage, a Composite Project:**

Udaipur located in the South Tripura district was the first capital of the erstwhile princely state of Tripura. Udaipur lost its glory of being the capital during the reign of Maharaja Krishna Manikya, around 1760, when the capital was shifted to Old Agartala. However, the historical significance of Udaipur still remains very high. Many historical monuments of that era had faded away, however many evidences like ancient seals, stone inscriptions and documents still remain as a proof to once culturally vibrant region.

Udaipur city is even today famous for its temples, particularly the Tripura Sundari temple. This ancient temple is supposed to be one of the 51 pithas recorded in Hindu Puranas and is worshipped with tremendous devotion by all people irrespective of their religion, sect, caste etc. Additionally, there are other ancient temples like Bhubaneshwari temple, Gunabati group of temples, Mahadev temple etc. There are many other ancient ruins including the old palace.

However, the most significant character of this city is its large lakes and the Gumati River, the most holy river for Tripura. In fact, the city of Udaipur could be better known as a Lake City. Some of the famous and large lakes are Amar Sagar, Jagannath Dighi, Dhani Sagar, Mahadeb Dighi. There are several large tanks in the immediate surrounding region. Many of them are in a state of neglect and a few

have vanished due to siltation. Gumati River itself is a wonderful feature of Udaipur, winding through small hills and green landscapes.

Fig. 5 – Bhubaneshwari Temple, Udaipur



Udaipur has unique features all combined together e.g. pristine nature, ancient culture and heritage, archaeological monuments, sacred temples, the most holy river of Tripura and large lakes. The city has tremendous tourism potential and it can become a great attraction for the domestic and international tourists.

Additionally, there are other very important and similar features of tourist interest in the close vicinity and they could be easily linked with the Udaipur package for tourists. These features are Neermahal and Rudrasagar, Debtamura sculptures, Gumati Wildlife Sanctuary.

We propose that an independent Authority should be set up to look after the comprehensive development of entire Udaipur city. It should look after all aspects of town planning, ecological planning, infrastructure development and tourism development etc. This will have to be done in a systematic manner with tremendous ecological sensitivity under the professional advice. The DICAT should initiate the planning process immediately. There could be many possibilities for central government funding and also international funding since water conservation has become a major international issue. The project proposal has to be prepared with ecological emphasis.

c. **Kamalasagar International Tourism Centre for History, Culture, Spirituality and Healthcare:**

Kamalasagar is located in the West Tripura district on the border of India and Bangladesh about 27 Kms. from the capital city of Agartala. The place is famous for its historical and religious importance for the last about 600 years. The place also achieved a special interest after the independence when it came on the boundary of then East Pakistan and subsequently in 1971, Bangladesh.

The entire region has unexplored history and the historical evidences provide tremendous charm to the region. The adjoining region in Bangladesh which forms the Comilla District was earlier the part of princely state of Tripura. There are interesting excavations from this region, which show the evidence of Hindu and Buddhist influence. Tripura kings fought several battles in this region and the Maharaja Bijoy Manikya seems to have built a fort 'Kailargarh' here. Tripura Maharajas seem to have built several temples and also mosques in this region and gave many donations. The Comilla district and Kamalasagar region had been politically active during the British Rule and the records show that the first mutiny in 1857 against the British Rule has its vibrations felt in this region also. Even when the freedom movement became active, the Tripura Rajya Gana Parishad was very active in this region.

It will be very interesting to revive this interesting history through tourism activities. It may be possible to create International collaboration with Bangladesh to develop this interesting tourist spot with a strong historical link of both the regions.

The existing tourist spot covering historical lake of Kamalasagar and the Kali temple on the hill is a picturesque location overlooking the lush green landscapes and whistling trains of Bangladesh. There is also a typical rural character to the whole set up because of the adjoining ethnic villages. The DICAT already has a tourist lodge at Kamalasagar and the expansion is proposed to include major tourist attractions like Health Resort, Herbal Garden, and Botanical Garden etc. Additional land has also been earmarked for this purpose behind the temple.

However, it will be more useful and interesting if the entire project is developed on a very large and international scale integrating the varied concepts of tourist interest, which are also appropriate to the character of the region.

Tripura has one of the oldest, richest and most diverse cultural traditions associated with use of medicinal plants. There are large number of village-based carriers of herbal medicines and specialised practitioners who have traditional knowledge of herbal home remedies of ailments and nutrition. There are over 266 species of medicinal

plants (68 trees, 39 shrubs, 71 herbs and 88 climbers) documented and identified; however the work is incomplete and there are large gaps. The Herbal Garden and Health Resort project achieves a great importance considering Tripura's existing traditions in this area. This part of the project can attract large funding from the Central Government Schemes for medicinal plants and traditions of Health Care. It can also attract international funding.

It will be possible to attract tourists from Bangladesh and create cultural integration. International boundaries are always of great interest to the tourists. This place has been already popular amongst the locals. There is a very cordial and transparent relationship between India and Bangladesh at this border as people from both sides intermingle easily. This spirit of international comradeship could be further enhanced and used through appropriate tourism development of the region. A special effort also must be made to involve local people in the tourism activities and make it a participatory project. Active involvement of women in various programmes will create a positive socio-economic impact on the region.

However, this requires a broad and futuristic vision in planning, extremely careful handling of the serene ecosystem and an integrated approach. Utmost care is required to check that any developments in the region will follow all environmental and ecological parameters. The ecosystems of the Kamalasher Lake and surrounding hills need to be conserved and enhanced under this project. The co-ordination of various departments and agencies will be required to handle this sensitive project. The basic concept and Master Plan, including overall budget should be worked out immediately and developed in phases over the next five years. This requires professional inputs of very high standard. This project has great potential to become an international attraction of very high value with emphasis on History, Culture, Spirituality, Healthcare and Nature.

We strongly recommend this project as a high priority project for Tripura.

d. **Dumboor Lake Islands & Gumati Wildlife Sanctuary, an Eco-tourism Project:**

Tripura is blessed with a large number of natural and artificial lakes throughout the state. The Dumboor Lake is the largest artificial lake in the state covering about 41 Sq. Kms. of water surface area. This is created because of the dam and a hydroelectric project at Tirthamukh, the origin of the holy river Gumati. This is located in the south of Dhalai district and about 110 Kms. from the capital city of Agartala. The large lake is the confluence of the rivers Raima and Sarma. Tirthamukh is a very sacred place for the people of Tripura since it is the origin of the Gumati River, which is the lifeline of Tripura. A large

fair takes place here every year on the 14<sup>th</sup> January i.e. Makar Sankranti, which is known as ‘Poush Sankranti Mela’.

The Dumboor Lake is a large and picturesque water body surrounded by the lush green hills. The large water spread at the backwaters through the undulated land has given emergence to several small islands. In fact the entire edge of the lake is dotted with over 48 islands of different sizes. Once a part of the large landform covered with dense forest, these islands are not evolving into a different ecosystem of their own. The aquatic flora and fauna of the lake attracts a large number of migratory birds in winter in addition to the resident water birds. These islands provide a roosting and nesting space for these birds. The lush green natural vegetation of the surrounding region also attracts diverse fauna. The lake is rich with a variety of indigenous fish.

Just adjoining to the Dumboor Lake is the largest protected forest of Tripura, Gumati Wildlife Sanctuary. The Sanctuary covers an area of 389.54 Sq. Kms. and represents typical Oriental zoogeographic region. The local flora and fauna bear a very close affinity and resemblance with floral and faunal components of Indo-Malayan and Indo-Chinese sub-regions. Once dense forest has been destroyed in large parts due to jhoom cultivation and over population. However, the efforts of forest conservation are showing some positive signs. The sanctuary shelters wild animals like Elephant, Gaur, Sambar, Barking Deer, Serrow, and Leopards etc. The Sanctuary is under the control of the Forest Department.

This interesting and unique combination of a large lake with interesting islands and a Wildlife Sanctuary provides a unique ecological status to the large region and also tremendous opportunities for Ecological conservation and socio-economic development through Eco-tourism.

We recommend a few immediate actions:

- Preparation of the Master Plan for the Lake Region with a strong emphasis of Landscape Ecology, Ecological Conservation and Eco-tourism.
- Appropriate plantation strategy for the entire surrounding region, with specific conceptual strategy for the lake edge and islands.
- A sensitive and controlled approach for the Eco-tourism development in the lake and on the islands. This is a fragile ecosystem and should be left to its natural evolutionary status with very minimal intervention.
- Efforts should be to conserve the island ecology with scientific and indigenous approach. Only a few (not more than five) islands should be selectively and carefully used for Eco-tourism purpose. The islands should be developed for tourist

with an ecological approach rather than the approach of beautification.

- There are a few hamlets in the lake region where local people have changed their traditional economy and depend on fish in the lake. These villagers should be involved in the tourism activities in the region. A few villages could be selected and developed for Rural Tourism representing ethnic culture and also traditional handicraft.
- The lake provides a great opportunity for water sports. A large Water Sports Complex should be developed at an appropriate location and in an eco-friendly manner. Noise, water and air pollution should not be allowed and only traditional systems like rowing boats, sailboats, water surfing, swimming etc. should be allowed in a restricted area.
- Emphasis should be given for passive recreation and nature / conservation education. Interesting Nature Trails should be developed along the lake and also within the forests.
- Wildlife Sanctuary should provide a Tourism Zone with basic infrastructure and facilities to see the forest and wildlife. An Interpretation Centre and a Forest Museum could serve the purpose for education and conservation.
- Entire infrastructure should be subtle and eco-friendly.

This requires a broad and futuristic vision in planning, extremely careful handling of the serene ecosystem and an integrated approach. Utmost care is required to check that any developments in the region will follow all environmental and ecological parameters. The ecosystems of the Dumboor Lake, surrounding hills and Gumati Wildlife Sanctuary need to be conserved and enhanced under this project. The co-ordination of various departments and agencies will be required to handle this sensitive project. The basic concept and Master Plan, including overall budget should be worked out immediately and developed in phases over the next five years. This requires professional inputs of very high standard. This project has great potential to become a model for Eco-tourism and an international attraction of very high value with emphasis Nature, Forests & Wildlife, Tribal Culture and Water Sports.

**e. Jampui Hill Interstate Biosphere Reserve and a Centre for Ecology, Adventure & Culture, an Eco-tourism Project:**

The Jampui Hill Range is the highest in the hilly terrain of Tripura. This is situated in the extreme east of North Tripura district, bordering Mizoram on its east. The average height of this hill range is approx. 900 Meters and the highest peak of Tripura, Betlingshib is at an altitude of 992 Meters. The hill range runs in north – south direction and is flanked with two deep river valleys, Deo River on its west and Langal River on its east (border of Tripura and Mizoram). Dharmnagar

and Kumarghat are the nearest towns to approach Jampui hills via a winding road. This road further connects to Mamit district of Mizoram and Aizawl, the capital city of Mizoram is about 120 Kms. from the Jampui hills.

The Jampui Hills were covered with rich natural forests, which have been destroyed because of jhoom cultivation practice of the locals. However, the region still supports good biodiversity with natural flora and fauna. Animals like Tiger, Leopard, Deer, Gibbon, Flying Squirrel and endangered birds like Pheasant are found in the region. A large variety of orchids is also a speciality of this region. Almost similar landscape and biodiversity extends on the eastern side of Jampui Hills in Mizoram. The Dampa Tiger Reserve, a large protected forest in Mizoram is contiguous to this region.

The region has very low population density. The hills are habituated by scattered small villages situated at different heights. The population mainly belongs to Lushai tribe with a sparse percentage of Reang tribe. The cultural intermingling is very evident here and the border of Tripura and Mizoram becomes very fluid and transparent. The literacy rate is very high here and people are simple, hospitable and selfless. A reputed voluntary organisation of Mizoram, 'Young Mizo Association' (YMA) is very active in this region carrying on social and environmental works. Orange plantations of Jampui Hills by these local farmers have become famous and economically beneficial for the region.

The DICAT realised the tourism potential of Jampui Hills and has created fairly good tourist infrastructure. Every year in November a unique Orange & Tourism Festival is organised by the department here. The most commendable feature of this festival is the involvement of local people in offering accommodation to the tourists in their houses. The DICAT has also prepared a proposal to establish Eco-park at Jampui Hills. This proposal needs a revised approach and further expansion.

We recommend following action plan for Jampui Hills Interstate Biosphere Reserve:

- The Jampui Hills Biosphere Reserve and the Centre for Ecology, Adventure & Culture will be an Eco-tourism Project, a joint venture of Tripura and Mizoram.
- The area to be covered within this project will include entire Jampui Hill Range, River Valleys of Deo and Langal rivers and the adjoining hill range in Mizoram including the Dampa Tiger Reserve. The approximate extent of area will be 400 Sq. Kms. in Tripura and 200 Sq. Kms. in Mizoram. Generally, the Biosphere Reserve will be under the control of the Forest Department.

- The Biosphere Reserve will have extensive and multidisciplinary activities of Ecological Conservation and Eco-tourism. This will be entirely managed by the local people under the active guidance and supervision of various government departments from both the states. It will be an integrated approach through Joint Tourism Committees. The major departments that will be actively involved are Tourism, Forest, Agriculture and Horticulture, Rural Development, Tribal Development.
- A few activities that could be taken up under the project are River Valley Ecological Development, Alternate Agriculture / Horticulture, Adventure Trails, Nature Trails, Wildlife Studies, Afforestation, Nurseries of endangered plants, Nature Education, Water / Soil Conservation, Rural Heritage and Culture, Art and Handicrafts.
- An ancillary offshoot of this project will be the development of an effective communication link between Tripura and Mizoram. It may be noted that the Lengpui (Aizawl) airport in Mizoram is at a close distance of about 80 Kms. from the Jampui Hills. This collaborative project creates a possibility of additional air link to Tripura through Mizoram. This could be very beneficial for the North Tripura region. It also provides collaborative tourism opportunities and interstate circuits for Tripura and Mizoram.

The DICAT should initiate this project and start interaction with Mizoram Tourism. The basic concept and Master Plan, including overall budget should be worked out immediately and developed in phases over the next five years. This requires professional inputs of very high standard. This project has great tourism potential. However it requires a broad and futuristic vision in planning, extremely careful handling of the serene ecosystem and an integrated approach. Utmost care is required to check that any developments in the region will follow all environmental and ecological parameters. The co-ordination of various departments and agencies will be required to handle this sensitive project.

It will not be difficult to generate large international funding for a project of ecological importance. Preliminary funding could be available from various schemes of the state and central agencies. The proposal needs to be presented in a scientific and systematic form.

**f. Explore Gumati River, a composite project for Ecology, Adventure, Heritage & Culture**

Fig. 6 – Gumati River:



Gumati is the largest river of Tripura. It has been the most sacred river for the people of Tripura since the ancient times. Originating at the holy place called Tirthmukha in the Dhalai district it meanders through lush green hills and thick forests of South Tripura district into the flatlands of West Tripura district and then into the Meghana (Brahmaputra) delta of Bangladesh. This is the only river in Tripura which flows east – west and covers the approximate distance of about 100 Kms. This is a perennial river and used for navigation by local people. On the way it has several tributaries like Raima, Sarma, San, Pitra, Noa Chara etc. Together they make an interesting river system and catchment area for South Tripura. The river has several important towns and famous temples along its banks. Gumati river valley is a crucible of ancient history of Tripura still to be explored.

Gumati River has great tourism potential, which has not been attempted by the DICAT. We recommend this ‘Explore Gumati River’ project with emphasis on Ecology, Adventure, Heritage and Culture. The DICAT should initiate the preparation of the Master Plan for this project with following main features:

- Eco-development of the entire river system (including tributaries) of approx. 200 Kms. length
- Identification and development of tourist spots of historical and cultural importance along the river (e.g. Devtamura)

- Creation of interesting aesthetic tourist spots for recreation and water sports, at the confluence of various tributaries.
- Creation of unique and interesting navigation facilities like ethnic house boats etc. for tourists
- Organising special festivals associated with the river and sacred spots (e.g. Makar Sankranti Mela at Tirthmukha)
- Organising Adventure Tourism facilities in and along the river (e.g. river rafting, river crossing, adventure trails, nature trails)
- Creation of Camping Grounds along the riverbed at isolated and scenic spots
- Participatory historical exploration of the region and its documentation
- Involvement of local people in the tourism management

The funding for this project could be available from the Ministry of Environment and Forests under their various schemes. There are various international agencies, which also support conservation projects associated with rivers and culture. The basic concept and Master Plan, including overall budget should be worked out immediately and developed in phases over the next five years. This requires professional inputs of very high standard. This project has great tourism potential. We strongly recommend this project as a high priority project for Tripura.

**g. International Heritage Centres at Unakoti & Pilak:**

The most famous archaeological sites in Tripura are at **Unakoti** (North Tripura) and **Pilak** (South Tripura).

**Unakoti** is an ancient hilly place of pilgrimage situated at a distance of 10 Kms. from Kailasahar, the district headquarters of North Tripura. According to archaeological reports, Unakoti is a Shaiva pilgrimage spot dating back to the 8<sup>th</sup> / 9<sup>th</sup> centuries and it is the biggest bas-relief in India. This is supposed to be the most holy Shaiva shrine in the Eastern India.

The rock-cut huge sculptures of Shiva, Parvati, Durga, Ganesh and Nandi are awesome and unique. However, the entire site and also the surrounding hilly region is scattered with numerous rock sculptures e.g. Kamdeva, Panchmukha Ravana, Vishnu, Narsinha, Hanuman, various animals etc. The main group of sculptures has been conserved and looked after by the ASI, however the remaining precious site is totally neglected.

Fig. 7 – Unakoti Sculptures:



Unakoti site has one more unique feature in its location itself. The site and the region are hilly, forested and interspersed with streams and waterfalls. The Manu River flowing through these hills has several historical stories in its precious basin. The region's indigenous natural flora and fauna provide a wonderful spiritual backdrop to the sacred sculptures. Unfortunately, this feature is also neglected and not much attention is given for its care and enhancement. Unakoti attracts a large number of pilgrims twice a year at the time of Poush Sankranti Mela (January) and Ashokastami Mela (April).

Presently, the DICAT, ASI and Forest Department have carried out some development / beautification work at this site. However, this effort is in a wrong and uncoordinated direction and has actually ruined the serenity of the site. Unakoti is a too precious heritage site to be ill treated in this manner.

**Pilak** is a very important archaeological site, situated on the eastern side of the South Tripura district about 100 Kms. from Agartala. A large number of stone images and terra-cotta plaques dating back to 8<sup>th</sup> / 9<sup>th</sup> centuries have been found here in an area of about 10 Sq. Kms. during excavations. Pilak Pathar and Lungthung, the two extensive plains of Belonia have attracted the notice of historians as a large number of stone images is found in this area. Many images still lie buried in the ground. Many images have been shifted to Agartala Museum. A number of terra-cotta temple plaques and seals with depiction of Stupa and Buddhist creed have also been collected from Pilak Pathar. Recently, a Buddha Vihar has been also excavated in the region. A large mound at Pilak is awaiting investigations with perhaps many curious historical puzzles hidden within.

Fig. 8 – Pilak Sculptures:



This is the site of civilisation, which flourished during 8<sup>th</sup> to 12<sup>th</sup> centuries and has been the cradle of cultures of varied creeds and sects, representing both Hinduism and Buddhism. The art forms have the influence of Palas and Guptas of Bengal. The moulded terra-cotta plaques bear close resemblance with the moulded plaques recovered from Paharpur and Mainmati. The historical evidences provide important link of Pilak to the regions of Commila district in Bangladesh.

The ASI has been carrying out a few excavations in this region and has a small office. The DICAT has a proposal to develop a Buddhist tourism circuit in this region. However, it is unfortunate that such an important archaeological site is in a state of utter negligence. Many sculptures are lying all around in open at the mercy of local people. Many known important sculptures have been already vandalised. This site also needs immediate attention and care.

We recommend an identical strategy for these both sites of Heritage importance. They have good potential for Heritage Tourism. The DICAT should initiate action plan in the following direction:

- Both Unakoti and Pilak should be planned and developed as International Heritage Centres. Both the sites are situated in a close vicinity of Bangladesh and various archaeological and historical evidences have proved a link of these sites with Bangladesh, more particularly the adjoining Comilla district. This link can attract international collaboration and also wider sources of funding.
- Detailed Master Plans should be prepared for the development of both the sites as International Heritage Centres. This should include the archaeological and historical investigations, excavations and conservation of the sites, presentation of the history and records for knowledge, education and general interest of the tourists etc.
- Environmental and ecological development of the surrounding region. This should include the concept of Landscape Ecology with historical perspective and aesthetic / educational approach.
- Development of appropriately designed infrastructure for scientists, historians, tourists and pilgrims.
- Entire development should follow strict norms of Heritage Conservation as per international standards. The efforts should be made to present these sites and their Heritage value to the international community.
- The core theme of these Heritage Centres should be based on the fact of the co-existence of diverse culture in the region.
- The centres should be developed in coordination of various departments of the state and central government and also agencies from the other neighbouring countries. Many countries in Asia (Japan, Sri Lanka etc.) have tremendous interest and curiosity about the linkages of Buddhism. This international interest should be used for the development of collaborative strategies of these Centres. This could attract international tourism to these places.
- The DICAT, ASI, Forest and Education Departments should work out these projects as a collaborative project.

Unakoti and Pilak have already achieved their historical and archaeological reputation at local / regional level. It is unfortunate that not many people in India know about these important Heritage sites. They require appropriate care and presentation to the world. The International Heritage Centres at Unakoti and Pilak could achieve this in a short time. International funding is a great possibility for such projects of heritage value.

The basic concept and Master Plan, including overall budget should be worked out immediately and developed in phases over

the next five years. This requires professional inputs of very high standard. This project has good tourism potential.

**h. Eco-tourism, Wildlife & Adventure Tourism Projects:**

This is a very popular and upcoming tourism sector all over the world. It is very important aspect for Tripura since Nature, Forests and Wildlife are good assets of Tripura. Additionally, the Eco-tourism / Heritage Tourism is the basic theme of Tripura Tourism and development of these projects will be like presenting the best model of Eco-tourism to the country. These projects need to be coordinated with the Forest Department who has basic infrastructure and authorised control over the region. Some unique protected areas of Tripura have been identified for this development:

- **Trishna Wildlife Sanctuary:**

The Trishna Wildlife Sanctuary is situated in the western part of the South Tripura district. This is the second largest sanctuary in Tripura admeasuring about 195 Sq. Kms. This region has a large area under semi-evergreen / evergreen natural forest which shelters diverse flora and fauna. The Sanctuary shelters interesting animals like Gaur, Leopard, six species of Primates, Deer, and Wild Dog etc.

- **Gumati Wildlife Sanctuary:**

This is the largest Sanctuary in Tripura located in the Dhalai district. This has been already included under the larger project along with the Dumboor Lake.

- **Jampui Hills Biosphere Reserve:**

This region situated in the North Tripura district has been already included under the larger Interstate project.

These three sites have been identified as representative natural forest areas, well distributed over the state of Tripura. This even distribution will provide opportunity for tourists to enjoy the natural and geographical diversity, without putting these areas under tourism pressure. This will also provide interesting opportunities for ecologists and wildlife researchers to study diverse regions with a possibility of international collaboration. Being on the international boundary of Bangladesh, there could be possibilities of international joint wildlife conservation and research programmes. There could be excellent possibility to attract international funding for conservation and research. The areas need to be carefully managed according to the strict norms of the

Ministry of Environment and Forests. Definite Tourism Zones should be demarcated and tourist activities should be restricted within that zone. Even the tourism development should be within the strict norms of Eco-tourism. The DICAT should work closely with the Forest Department to popularise these unique sites for innovative experience and also for ecological research. This is an excellent avenue for the DICAT to earn publicity and revenue without much investment.

**i. Cultural Tourism through integration at the International / Interstate Tri-Junctions:**

Tripura has interesting advantage of its geographical location having large and peaceful international border with Bangladesh.

At three unique locations this provides opportunity for triangular cultural integration. These locations have potential to be developed into Large Cultural Centres, spread over these three diverse regions.

The locations identified are as under:

- Junction of Bangladesh, Mizoram and Tripura:

This is on the eastern side of Tripura at the southern tip of the North Tripura district. The exact location has to be identified which will be within the southern Jampui Hill range. The nearest village in Mizoram is Tuipuibari. Tripura Tourism should take initiative to develop this Cultural Centre jointly with Mizoram State and Bangladesh.

- Junction of Bangladesh, Assam and Tripura:

This is the northernmost tip of Tripura in the North Tripura district. The exact location has to be identified which will be within the Kadamtala Block, somewhere near the Piarachhara village. Tripura Tourism should take initiative to develop this Cultural Centre in collaboration with Assam state and Bangladesh.

- Junction of Tripura, Assam and Mizoram:

This is the Northeast corner of the North Tripura district. The exact location has to be identified which will be within the Pecharthal Block, somewhere near the Narendranagar village. The nearest village in Mizoram is Kanhmun. Tripura Tourism should take initiative to develop this Cultural Centre in collaboration with Mizoram and Assam States.

These Cultural Centres will be a unique contribution of Tripura not only to India but also to the Southeast Asia to showcase the cultural diversity and its integration. This project can evoke sponsorships from various national and international quarters.

**j. Handicraft / Agriculture Centre at Ambasa:**

Tripura's main economy is agriculture. Unfortunately, the forests have been degraded due to traditional practice of jhoom cultivation. However, the new thought has entered and new experiments are being introduced to the people. Tripura's pineapples have become world famous. Rubber plantations of Tripura have also achieved tremendous success in the country. These plantations have become interesting demonstration and educational areas for local people. These demonstration areas can also become attractions for the farmers from the Northeast Region. This centre may organise various food and fruit festivals in different seasons. It will be of interest for general tourist also if presented in an innovative package.

Tripura is also famous for its handicrafts made of Bamboo and Cane. This is a traditional art evolved from generation to generation. Some tribal artisans produce variety of objects from simple materials like clay, wood, palm leaf etc. Silk industry and handloom is also an age-old tradition, which is a dying art now in Tripura. The Tripura Handloom and Handicraft Development Corporation Ltd. has taken up promotion and marketing of these handicrafts in a big way. The handicrafts of Tripura have become popular all over India and they will be good ambassadors for Tripura Tourism.

A large Handicraft / Agriculture Village Centre should be developed at an appropriate location on the National Highway near Ambasa. The tourists should be able to see the handicrafts being made by various artists. They can even place orders and purchase these items as souvenirs from Tripura. Similarly, they should be able to see agricultural / horticultural experiments of Tripura and purchase the products. This centre could be developed as a participatory experiment and local people should be directly involved in the activities and programmes. Women's participation should be encouraged.

Tripura Tourism should take initiative to develop this Centre in collaboration with the other Departments like Agriculture, Horticulture, Animal Husbandry, Tribal Development, Education, Handloom & Handicraft Corporation, Rural Development etc. The rustic and natural landscapes of the village and surrounding picturesque region could be added attractions for tourists. This place should be close to the Ambasa town and tourists could be easily attracted with an attractive and innovative package. The investment component could be low considering the possible collaboration with

the other Departments. The North East Council could be a major sponsor in this endeavour.

**k. Defence Tourism:**

The state of Tripura has a very long International border with Bangladesh. Due to this, there is significant presence of Army in this region. Some of the establishments are quite old like the one at Agartala. These Cantonment areas have their own character and they evolve with unique identity. The major Cantonment Areas in the country have been declared as Heritage Sites due to their uniqueness of the character and also the historical background that they carry. These Cantonment areas in Tripura need to be identified by the Tripura Tourism in collaboration with the Army. Some special programmes could be organised jointly in the Cantonments areas for the tourists. It could be a big attraction and would provide small opportunity to the armed forces to interact with the civilians interested in their activities and contribution in the country's defence.

Defence is the subject of great passion of everyone and if Tripura Tourism could tap this existing potential quickly, it would advance considerably on the tourism map of the country.

**l. Water Tourism:**

The unique mixture of hilly and flat land topography of Tripura has created some interesting natural features all over the countryside. Tripura gets considerable monsoon rain and this hilly terrain gets flooded with streams, rivers and waterfalls. Tripura is dotted with natural and artificial lakes both in the rural and urban areas. These diverse wetlands make interesting attractions in the overall landscape.

Fig. 9 – Rudrasagar Lake & Neermahal



Some rivers and lakes are already popular and have become major tourist spots e.g. Gumati and Manu River, Dumboor Lake, Rudrasagar Lake etc. Tripura Tourism has already developed some infrastructure at these places. The efforts should be made to develop water sport facilities in a few rivers and lakes. However, the most important concept of ecological development of these regions should be taken into consideration. It is necessary to prepare a Master Plan to develop Water Tourism concept for Tripura. This should follow all the norms of the Ministry of Environment & Forests, particularly related to the conservation of our water bodies. This plan should also take into consideration the possibilities of Watershed Development of the region. Ecological Landscape Design of the Tourist Spots, creation of interesting and educational Nature Trails and Adventure Trails and providing serene, picturesque ambience should be the objectives for such a plan. The Water Tourism should be developed with this innovative approach rather than typical entertainment approach. The tourists should be able to enjoy all the moods of water and carry those memories along with them. That will be a success story for Tripura Tourism.

**m. Rural Tourism:**

The State of Tripura has its main economy dependent on agriculture and except for a few district HQs which are like small towns, the entire state has a rural character. However, the ethnic tribal population has been outnumbered due to migration from Bangladesh and the ethnic traditions are very rarely seen even in the villages. Under these circumstances, the concept of Rural Tourism plays a very major role. There are a few villages, which still maintain their ethnic traditions, including the rural architecture. This rural lifestyle expresses the way people have been living sustainably using natural resources around them judiciously. Their traditional wisdom is reflected in many of their old practices like use of herbal medicines, understanding of natural elements to predict the climatic conditions, agricultural rituals and festivals etc. It is a social evolutionary process in which slowly these traditions will be transformed into modern lifestyle. Exactly for this very reason, it is important to conserve a few traditional villages. This lifestyle is a subject of interest for many visitors and also sociologists. Their folk arts and handicrafts have a great artistic value and they need to be encouraged. The development of Tourism around these traditional villages is one way to give them respect that they deserve.

In Tripura, there are a few villages under the Tribal Autonomous District Councils, which present this character. Tripura Tourism should identify a few villages having ethnic identity and develop Rural Tourism around them. Tourist infrastructure should be created appropriate to the style of these villages and their ethnic identity through language, art forms, textiles, festivals, architecture etc. should be maintained.

Tribal Autonomous Development Council should be involved to look after these villages. Village women can also play a major role in Rural Tourism Project.

We suggest that these village settlements could be identified and developed for Rural Tourism. The Master Plan for such development has to be prepared carefully. The Ministry of Tourism, GOI has decided to give priority funding to the projects of Rural Tourism (one in each state) and we recommend that a Chakma Village under the CADC may be identified on a priority basis to be developed under Rural Tourism concept. The basic funding could be available from the Department of Tourism, GOI that could be complemented with other resource from various allied departments like Rural Development, Tribal Development etc.

This project will provide unique identity and character to Tripura Tourism.

**n. Geography / Astronomy Centre at the Tropic of Cancer:**

One of the unique features of geographical location of Tripura is the Tropic of Cancer, which runs through the heart of Tripura. Not much importance is given to this unique fact. However, this feature has a potential to attract a large number of tourists to these spots. This fact will also expose the uniqueness of Tripura, which is interestingly located in a transition zone of Tropical and Temperate region. This itself will tell an important ecological story of the flora and fauna of Tripura. An educational centre with emphasis on Geography and Astronomy should be proposed at the exact location of the Tropic of Cancer. This has to be exactly located by the professionals through GIS. An ideal location on the National Highway should be selected and developed with multi dimensional programmes and activities. This centre will be very useful for local students and teachers. It could be developed with the other appropriate ancillary and complementary facilities like Planetarium, Observatory, Meteorology Centre, and Astral Garden etc. A special exhibit area should be interestingly designed where tourists can come and stand across the line of Tropic of Cancer and carry the memories of this experience with them. It will not be difficult to find a sponsor for this centre and the Department of Science & Technology could provide guidance for international sponsorship.

**o. Regional Nature Parks:**

Tourism requires large open spaces and parks for people for passive recreation. At present Tripura does not have this amenity. Nature is in abundance everywhere but tourists require basic facilities and some innovative features and activities linked with these open spaces. There are Wildlife Sanctuaries, but they have restricted areas and control on

free movement. It is therefore necessary to develop a few large parks on the basic concept of Ecological Conservation. They should not become amusement / entertainment parks. These parks should have recreation and education value. They should be well spread out over the state. The funding could be available from the Ministry of Environment & Forests under their various schemes. International funding is also a good possibility. We have following suggestions:

- **Ecological Park – Rowa Wildlife Sanctuary:**

This small Sanctuary admeasuring about 1 Sq. Km. is situated in the North Tripura district along the National Highway. This sanctuary has some patches of large trees earlier protected by the local community. The low hilly terrain has developed into thick mixed vegetation after the protection. It shelters interesting bird life and is becoming popular as a bird sanctuary. This Sanctuary has unique location advantage being on the National Highway thus providing easy access.

This region is in a better state as far as natural biodiversity is concerned. The population and urbanisation pressures are also less. This Sanctuary should be developed as Eco Park. The basic theme will be to represent Tripura's indigenous flora and fauna along with innovative features for tourists. The park will also have educational component built into it in a form of Conservation Centre. This forest can be used by the educational institutions for nature education, nature trails, botanical excursions etc.

This can develop into an attractive tourist spot for local and domestic tourists.

- **Botanical Park / Orchid Sanctuary –Dharmnagar:**

Dharmnagar is the first big city as one enters Tripura via National Highway from Assam. It is also a District HQ. A large (Over 100 Hectares) Botanical Park and Orchid Sanctuary could be developed on the outskirts of this city. The Park should represent the indigenous flora of Tripura and separate innovative sections including an Orchid Sanctuary. Tripura and the Northeast Region are famous for variety of wonderful orchids. They could be conserved and promoted here. Greenhouse for endangered plants; section for insectivorous plants, Herbal Garden etc. could be other interesting features. The park will have good tourist and educational value. It will be very useful for schools and colleges for their outdoor activities and excursions. This will be an added attraction for the tourists visiting Unakoti.

- **Zoological Park – Sepahijala Wildlife Sanctuary:**

Zoos always have great attraction in urban areas and tourists love to visit the zoos if they are well designed to represent indigenous animals exhibited in their near-natural and open habitat. Zoological Parks have great educational and scientific value in addition to the tourist and recreational value.

At present, there is a small zoo at Sepahijala Sanctuary located about 30 Kms. from Agartala on the National Highway. We understand that the Forest Department has some proposal for its renovation. It is advisable to propose a very large Zoological Park to be developed on the modern open zoo concept at Sepahijala itself. The Sanctuary admeasures about 19 Sq. Kms. The mixed forest is surrounded by many thickly populated villages, which bring pressure on the Sanctuary. The place is already being used more as a tourist spot than as a Sanctuary. There are many tourist features like toy train, garden, lake with boating facilities etc. The vegetation represents natural character and this is a very appropriate location for a large Zoological Park.

Tripura Tourism could initiate all these Regional Parks in collaboration with the other departments like Forest, Education, and Horticulture etc. The funding is possible from the Ministry of Environment & Forests and also from International Agencies. They require to be carefully and sensitively designed including the activities, research component and the management plan. These Parks could be an excellent tourist attraction, particularly to the domestic and local sector.

**p. Pilgrimage Tourism:**

Tripura is famous for its ancient temples and strong traditions of religion. Local people visit these places on the occasions of festivals and melas. It is also a great tourist attraction since it represents local culture and architecture. The DICAT already has package tours for such sites. It will be interesting to combine such packages along with the temple festivals.

We have identified a few such sites as under:

**Agartala:**

Chaturdasha Devta Temple – Kharchi Puja festival - July

Jagannath Temple

Badar Mokam

Benuban Vihar

Uma Maheshwari Temple

Laxmi Narayan Temple

Gedu Main Mosque

**Outside Agartala:**

Tripura Sundari Temple – Udaipur

Bhuvaneshwari Temple – Udaipur

Gunabati Group of Temples – Udaipur

Kali Temple – Kamalasagar

Brahmakunda –

Tirthamukha – Poush Sankranti (14 January)

Unakoti – Poush Sankranti (14 January) and Ashokastami

This development of Pilgrimage Tourism should not be of much financial burden for Tripura Tourism since the publicity will be the major input. Basic tourist facilities and landscape improvement of the surrounding area need to be provided by the department. Hygiene and cleanliness, particularly at the time of festivals should be strictly ensured. The DICAT should also make a collaborative effort with voluntary organisations and education department to create awareness against the practice of animal sacrifice at the temples.

**q. Tourism Festivals:**

Tourism Festivals is a very popular concept in the tourism industry. However, its major objective is publicity. General observation is that these festivals are not sustainable on their own. We recommend that Tripura Tourism, at this juncture, should take up only those festivals which are economically feasible and which could attract large participation. The DICAT could initiate two activities as under:

**Kharchi Puja & Poush Sankranti:**

Tripura being a predominantly tribal state, various tribal festivals are celebrated with a lot of tradition and jubilation. Two major tribal festivals are Kharchi Puja and Poush Sankranti. Tripura Tourism

should use this Festival opportunity to attract tourism in the state. A grand festival should be planned in Agartala with various activities, cultural programmes, handicraft exhibitions, ethnic food feasts etc. Tribal Development Department could be also involved in these programmes.

### **Durga Puja:**

Durga Puja and Diwali are very important popular community festivals in Tripura. Durga Puja has attained the status of being the greatest community festival of Tripura. The whole village or town turns out in its best festive mood for four days, generally in September – October. This festive opportunity should be used by Tripura Tourism to attract tourists in the state. There is no need to plan anything except the well-organised display of the festival to the tourists.

Tripura is famous for its interest in arts, particularly music, dance, poetry, drama etc. Special Cultural Festivals could be combined with these traditional festivals involving famous local artists to create more interest.

Agartala city with its royal and heritage charm could become a popular tourist destination due to this Festival Tourism. Tripura Tourism should start this from this year with wide publicity through newspapers / magazines articles.

### **Festivals in collaboration with Star Hotels:**

As a part of publicity effort outside the state, Tripura Tourism should try to collaborate with various Star Hotels in the major cities and organise Tripura Festivals in these hotels at different times. The festivals could include ethnic cultural programmes, handicraft exhibitions and special food. Such festivals could attract wide attention of tourists without much cost to the department. The department gets advantage of hotel infrastructure whereas hotel gets advantage of unique programme and special clientele. This could achieve excellent publicity for Tripura Tourism all over the country at a very minimum cost.

### **r. Foreign Tourism Initiatives in collaboration with Bangladesh:**

Tripura is ideally located to exploit tourism potential in collaboration with Bangla Desh. Tripura is practically surrounded by Bangladesh and the road and rail network of Bangla Desh passes very close to the Tripura border. Agartala, the state capiral, is on the border and is only seven kms. from the Akhaura rail junction of Bangladesh. Akhaura is a key railway junction on the rail network linking Dhaka with Chittagong and Sylhet.

It will be very easy for foreign tourists visiting Bangladesh to visit Tripura. These tourists can visit the other places in the northeast also, since Agartala is well connected with Guwahati and Kolkata. There could also be a reverse flow of tourists from the northeast to Bangladesh through Tripura. Even the international diplomatic community located in Dhaka could be attracted to visit Tripura and the northeast.

This initiative has to be worked out in collaboration with Bangladesh and the tourist offices in both the places should work out common packages for these international tourists. The countries like UK, USA and Japan are the biggest markets for Bangladesh tourism, and they should be provided with interesting packages to visit Tripura. The Central Govt. will need to simplify the visa procedures for such tourism related visits.

The special infrastructure will have to be created at Agartala for these visitors, including comfortable and safe travel arrangements. This will be an excellent revenue earner for Tripura.

#### 5. SPECIFIC UNIQUE TOURISM CIRCUITS FOR TRIPURA:

Tourism Circuits is a very popular concept in the tourism sector today. The development of such circuits and organising tours on these circuits becomes economical for both tourists and tourism departments. Various tour organisers also find it convenient from the management point of view.

However, in Tripura where infrastructure and insurgency are major obstacles for tourism, the Circuit Tourism does not look appropriate at this juncture. There are a few unique possibilities, which could be worked out with careful planning and support system, even at the present situation. This Circuit Tourism will involve multi-mode transport and even trekking. However, this obstacle can become an opportunity to achieve success and popularity. It could be partly considered as Adventure Tourism. A few possible Circuits are as under:

- a. **Heritage circuit:** (Unakoti, Pilak, Devtamura, Ethnic Villages under Rural Tourism, Handicraft Centre)
- b. **Wildlife circuit:** (All sanctuaries & Jampui Hill Biosphere Reserve)
- c. **International Border Circuit:** (Bangladesh border circuit)
- d. **Interstate Circuit:** (Mizoram – Tripura via Jampui hills, Mizoram – Assam circuit)
- e. **River Tourism Circuit:** (Gumati River, Manu River, Dhalai River)

This Circuit Tourism will need careful planning up to the smallest detail. It will also require the development of proper support system at various locations along the Circuit route. However, this could be an excellent opportunity to involve local people in the tourism development. This participatory effort could be an excellent economical opportunity for local people.

## CHAPTER – 7

### TOURISM TRENDS AND IMPLICATIONS IN TRIPURA

#### 1. **Tourism Research and Documentation:**

The status of Tourism Research and Documentation is quite low in India. Apart from the work of the Department of Tourism, Government of India, there is no significant research and documentation at the state level. The World Tourism Organisation provides Tourism Data on international tourism. The general scenario of Indian Tourism is also reflected from the Tourism Data made available by the Department of Tourism, Government of India. However, the genuineness of this data is somewhat doubtful since it is based on the information provided by the different states. At present, the states are not equipped to carry out Tourism Research and Documentation in a scientific way. The Northeast States are in a nascent stage in the field of Tourism Development. The state like Tripura is quite young in this field and is in a process of getting organised. The Tourism Development has to be looked at like an Industry or Business. The Tourism Research and Documentation are the keys for appropriate strategy of Tourism Development in the State. Tripura Tourism has maintained some general data on the Tourism Scenario in the State. It is not sufficient and a lot more attention has to be provided to this parameter. However, we have arrived at some possible trends and implications based on this limited data and also our own assumptions based on our fieldwork in the state. It should be noted that due to these limitations, these assessments and projections may not be accurate and they should be considered as indicative only.

#### 2. **Past and Existing Tourism Trends:**

Tripura Tourism has maintained records of the tourist arrivals at their tourist lodges and also at a few private hotels in Agartala since 1992 (Appendix – m). The data gives overall general idea of tourists inflow to the state. It shows a random break up of foreign and domestic tourists. However, destination wise and category wise details of tourist arrivals are not available. We have to make certain assumptions based on this limited data available to us for interpretation.

General information of the Tourist Accommodation facilities at the tourist lodges and a few private hotels in Agartala is available (appendices – d, g, h). Additionally, there are ongoing and proposed/prioritised projects for tourist infrastructure (appendices – k, m, e, f), which are likely to be completed in a couple of years. There is some moderate private accommodation (assumed 5% of govt. accommodation) available in smaller towns. The occupancy rate at all these places varies between 30% and 50%. Considering low and off seasons, it is assumed that tourism is active in Tripura for about 200 days in a year. The assumption of tourist arrivals at various destinations is made on the basis of availability of rooms/beds and the abovementioned criteria of occupancy.

The general indication of past trends and future projections for 20 years is as under:

**Table 10: Trends & Projections of Tourist Arrivals at the major Tourist Destinations**

Destination	Past Trends			Future Projections (Annual-average)			
	1999	2000	2001	2002-2006	2007-2011	2012-2016	2017-2021
Agartala		152223	101104	150000	250000	400000	700000
Udaipur		59129	52270	80000	100000	150000	350000
Kamalasagar			5000	6000	8000	12000	20000
Dumboor Lake & Gumati Sanctuary			3000	4000	5000	8000	15000
Jampui Hill Biosphere Reserve		18055	15491	30000	40000	60000	90000
International Heritage Centre – Unakoti, Pilak			20000	30000	40000	60000	90000
Interstate Tri-junctions			2000	3000	5000	8000	12000
Handicraft Centre at Ambasa			2000	3000	5000	8000	12000
Defence Tourism				1000	2000	4000	7000
Rural Tourism				2000	3000	7000	10000
Water Tourism				1000	2000	4000	7000
Pilgrimage Tourism			6000	7000	9000	12000	18000
Astronomy Centre				1000	2000	4000	7000
Regional Parks at Rowa/Dharmnagar/Sepahijala			5000	6000	8000	15000	25000
Heritage Tourism/Circuit			3000	4000	5000	7000	10000
Wildlife Circuit			1000	2000	4000	6000	10000
International Border Circuit			2000	3000	5000	8000	12000
River Tourism Circuit			1000	2000	3000	6000	10000
<b>TOTAL FOR TRIPURA</b>	<b>240248</b>	<b>243389</b>	<b>260460</b>	<b>280000</b> to <b>400000</b>	<b>440000</b> to <b>700000</b>	<b>800000</b> to <b>1000000</b>	<b>1200000</b> to <b>1600000</b>

**Note:** The details of the past trends at various destinations are awaited from the Tripura Tourism. The numbers here are the total of domestic & foreign tourists, foreigners being approx. 1% of the total tourists. The percentage of foreign tourists could increase only with very special efforts. The past trends show approximate annual increase of 10%. This rate will continue for the first ten years, after which it may increase to 15%-20%. Since the destination wise details of past trends are not available, assumptions are made based on the availability of rooms/beds and 40% occupancy.

### 3. Future Tourism Implications:

We have proposed that Tripura Tourism should be actively involved in the development of Tourism Destinations. They should not get involved in the development and management of Tourist Infrastructure like tourist lodges etc. However, at this preliminary juncture some basic infrastructure will have to be created by the government. The general progressive need of accommodation facilities (rooms/beds) at various destinations has been worked out based on the tourist projections for the next 20 years. The indicative projection is as under:

**Table 11: Existing status and projected needs of accommodation (Rooms / Beds at various destinations**

Destination	Existing Status (2001)		Future Projections (No. of Rooms / Beds)			
	No. of Rooms	No. of Beds	2002-2006	2007-2011	2012-2016	2017-2021
Agartala	410	831	600 / 1000	1020 / 1700	2100 / 3500	4200 / 7000
Udaipur	28	56	240 / 400	480 / 800	900 / 1500	1800 / 3000
Kamalasagar	12	24	30 / 50	60 / 100	120 / 200	240 / 400
Dumboor Lake & Gumati Sanctuary			12 / 20	30 / 50	60 / 100	120 / 200
Jampui Hill Biosphere Reserve	12	31	60 / 100	150 / 250	300 / 500	600 / 1000
International Heritage Centre – Unakoti, Pilak	10	20	60 / 100	150 / 250	300 / 500	600 / 1000
Interstate Tri-junctions			5 / 10	15 / 30	30 / 60	60 / 120
Handicraft Centre at Ambasa	15	30	25 / 40	50 / 80	90 / 150	180 / 300
Defence Tourism			5 / 10	12 / 20	24 / 40	48 / 80
Rural Tourism			25 / 40	50 / 80	90 / 150	180 / 300
Water Tourism						
Pilgrimage Tourism	15	30	60 / 100	150 / 250	300 / 500	600 / 1000
Astronomy Centre						
Regional Parks at Rowa/Dharmnagar/Sepahijala	20	40	12 / 20	30 / 50	60 / 100	120 / 200
Heritage Tourism/Circuit			12 / 20	30 / 50	60 / 100	120 / 200
Wildlife Circuit			30 / 50	60 / 100	120 / 200	240 / 400
International Border Circuit			12 / 20	30 / 50	60 / 100	120 / 200
River Tourism Circuit						
<b>TOTAL FOR TRIPURA</b>	<b>540</b>	<b>1086</b>	<b>1520 / 2000</b>	<b>3040 / 4000</b>	<b>6080 / 8000</b>	<b>12160 / 16000</b>

(Note: This includes government and private accommodation (approx.). The combined data of destination wise existing infrastructure is not available except for Agartala.)

Our proposal is based on the development of Tourism Destinations. At present the tourist accommodation is scattered all over and not necessarily linked to these destinations. However, this limitation can be used as an opportunity to combine accommodation facilities for various tourist destinations and tourist circuits.

It is our assessment that the present and ongoing projects should provide these minimum facilities to give preliminary impetus for tourism attraction in Tripura. The development of innovative tourism destinations combined with appropriate marketing and publicity strategy should attract steady tourist inflow to Tripura. This inflow, in turn, would attract private investments in the hospitality and tourism business. The Tripura Tourism should act as a catalyst and monitor/control this development.

#### **4. Evaluation and Future of Tourism:**

It is always useful and advisable to evaluate the Tourist Destinations based on various key parameters. The evaluation of the present status and the consideration of appropriate strategy for the tourism development in the state could indicate about the future of tourism.

There are several parameters required to be considered when one thinks about the development of tourist destinations.

The existing destinations need to be assessed based on their present status and further potential. The carrying capacity of each destination also needs to be considered. This is more important when the destinations are being developed with a strong concept of Eco-tourism. The status of existing general infrastructure like road, market etc. and specific infrastructure like tourist accommodation at or near the vicinity of the tourist destination needs thorough consideration. The data of the visitors provides information on the peak/off period, seasonal variations etc.

The new destinations could be assessed hypothetically, based on the evaluation of the similar trends, experience from the similar destinations and basic survey. We have already considered these factors while proposing the new destinations.

We have considered four parameters as key and indicative at this preliminary stage of tourism development. The assessment of the first two parameters – attraction and popularity, is subjective and based on our own understanding, interactions and experience. The assessment of the other parameters – infrastructure and volume of tourist traffic flow, is based on the existing status of these parameters.

**Table 12: General Evaluation of Tourist Destinations in Tripura:**

**(Note:** The evaluation is graded on 1 to 10 scale from poor – fair – best, based on the existing status)

Destination	Attractions	Popularity	Infra-structure	Volume of Traffic Flow	Overall Average
Agartala	8	8	8	8	<b>8.00</b>
Udaipur Neermahal	8	8	6	6	<b>7.00</b>
Kamalasagar	8	6	5	5	<b>6.00</b>
Dumboor Lake & Gumati Sanctuary	8	6	3	3	<b>5.00</b>
Jampui Hill Biosphere Reserve	8	8	6	5	<b>6.75</b>
International Heritage Centre – Unakoti, Pilak	8	6	4	4	<b>5.50</b>
Interstate Tri-junctions	6	6	3	3	<b>4.50</b>
Handicraft Centre at Ambasa	8	6	5	5	<b>6.00</b>
Defence Tourism	6	6	4	3	<b>4.75</b>
Rural Tourism	6	6	4	3	<b>4.75</b>
Water Tourism	6	6	5	3	<b>5.00</b>
Pilgrimage Tourism	8	8	6	6	<b>7.00</b>
Astronomy Centre	6	6	4	2	<b>4.50</b>
Regional Parks at Rowa/Dharmnagar/Sepahijala	8	6	5	5	<b>6.00</b>
Heritage Tourism/Circuit	8	8	4	3	<b>5.75</b>
Wildlife Circuit	8	8	5	5	<b>6.50</b>
International Border Circuit	8	6	4	5	<b>5.75</b>
River Tourism Circuit	8	6	4	4	<b>5.50</b>
<b>Overall Average for Tripura</b>	<b>7.44</b>	<b>6.66</b>	<b>4.72</b>	<b>4.33</b>	<b>5.79</b>

We feel that future picture is quite optimistic. Even considering the limitations of the last two parameters (due to the existing status), the average rating worked out for all major destinations varies between 4.50 and 8.00, whereas overall average for Tripura works out approx. 5.79 (i.e. Fair).

This provides us confidence to state that once the recommendations of the perspective plan are implemented, the future of Tripura Tourism will be very bright.

## CHAPTER – 8

### FINANCIAL IMPLICATIONS, PRIVATISATION STRATEGY & INSTITUTIONAL FUNDING AVENUES

#### 1. Financial Implications:

The State Government of Tripura considers the Tourism Department as one of the fastest growing department. However the details of the Outlay for the 10<sup>th</sup> Five Year Plan (2002-2007) are not presently available.

The general outlay for the 10<sup>th</sup> Five Year Plan indicates the State's approach towards Tourism Development in the state. It also indicates the State's financial capacity and potential and also limitations not only for new Tourism Development, but also for the maintenance of the existing infrastructure.

The seriousness and detailed conceptual thought process for the comprehensive tourism development could be revealed through the category wise allocations. We have tried to tabulate the key categories required for the comprehensive and holistic approach. **(Information is not yet available from the state)**. The major proportion of the budget allocation (Rs. 28 lakhs – plan, Rs. 21.4 lakhs – non plan) is towards the staff salaries. There is also a considerable allocation (approx. 30 %) towards the State's share for Centrally Sponsored Schemes (CSS) for infrastructure development. This indicates that at present, Tripura Tourism is largely dependent on the Central Government assistance and the department cannot afford to think beyond the basic maintenance of their infrastructure.

#### 2. Privatisation Strategy:

The role of the Tourism Department should be to develop the tourism potential in the state by creating infrastructure and developing tourist spots. It should get out of implementation process as early as possible. The privatisation of various facilities with different strategies makes the projects sustainable in a long run. However, in the present nascent stage, it may not be possible for the department to attract private entrepreneurs who could take risk and invest funds since the tourism market is unpredictable. The Tourism Department will have to prepare its own strategy of sustainability through economic / participatory / collaborative projects for the next ten years. At the same time efforts must be continued to involve the private participation in the creation of infrastructure, through attractive incentives and benefits. A few popular tourist spots could be offered on a BOT basis as an experiment.

**Package of incentives offered by the State Government to attract Private Sector Investments:**

The tourism has a subordinate status in Tripura since it is not an independent department but a part of the Department of Information, Culture and Tourism (DICAT). Since 1972, this department has been looking after the activities of the tourism development in the state. The state government has realised the importance of tourism development as a support to cultural and socio-economic development of the state. The government has given the thrust on the creation of basic infrastructure and amenities required for tourists. This has been done mainly through the assistance provided by the central government.

The state government declared tourism as an industry in its Industrial Policy in 1987. Many incentives and financial assistance are being proposed for creation of tourist infrastructure through private participation. However there have been not much response till now.

### **Package of incentives offered by the Central Government to attract Private Sector Investments:**

The Central Government has adopted a conscious strategy for the Development and Regulation of Tourism Industry with private participation. A few salient features are as under:

1. The tourism industry was declared as a **Priority Sector** for foreign investments, as a consequence of economic restructuring and liberalisation of policies. The horizons for foreign investment in the tourism sector were widened and it is eligible for automatic approval of direct foreign investment up to 100 per cent of the equity. Automatic approvals are given for Foreign Technology Agreements and Management Contracts within specified parameters.
2. An **'Investment Facilitation Cell'** in the Department of Tourism was set up to undertake key activities related to private investments in the tourism industry. Some important activities are:
  - a. Formulation of national investment policies of tourism industry
  - b. Co-ordination and integration of State policies on tourism
  - c. Prepare investment profiles for each State in collaboration with the respective State Governments. These profiles will include information on identified priority centres for tourism development, details of existing infrastructure, expected demand, availability of land and other support services, agencies to be contacted etc.
  - d. Regular interactions with prospective entrepreneurs both within the country and abroad to promote investment in tourism
  - e. Establishing linkages with Ministry of External Affairs to highlight investment opportunities in tourism abroad through their investment cell
  - f. Process investment proposals received from both local and foreign investors and obtain approvals and clearances from various agencies like FIPB, SIA and Environment Ministry etc.

- g. Assist the entrepreneurs in getting import licences, finance, land etc. by coordinating with the respective agencies and the State Governments
  - h. Provide technical assistance wherever required
  - i. In consultation with State Governments, devise a 'Single Window System' to facilitate investors to obtain various clearances speedily
  - j. To formulate a statutory framework for identification, creation and establishment of Special Tourism Areas and Mega Tourism Projects for development of tourism infrastructure
  - k. To coordinate with the '**Investment Promotion and Infrastructure Development Cell**' in the Department of Tourism with regard to infrastructure requirements, facilitation and monitoring of investment in the tourism sector
3. Considering a large potential of tourism industry as foreign exchange earner, employment generation etc., the Government has accorded **Export House Status** to tourism industry. Hotels, Travel Agents, Tour Operators and Tourist Transport Operators are now entitled for recognition as Export House/Trading House/Star Trading House/ Super Star Trading House on earning free foreign exchange in accordance with prefixed slabs and shall be entitled to certain benefits.
  4. The endeavour of the Government is to achieve sustained growth of tourist facilities in the private sector and to ensure high standards of quality in their services. Incentives have been made available by the Central Government as under:
    - Interest subsidy of 3% on loans taken from financial institutions for 1 to 3 star categories of hotel projects outside the metropolitan cities. A subsidy of 5% is made available to hotel projects located in the Travel Circuits and Destinations identified as per National Action Plan for Tourism. Heritage Hotels are eligible for the higher rate of interest subsidy of 5%. Financial institutions such as ICICI, IDBI and SIDBI have been included in the scheme in addition to TFCI, IFCI and State Finance and Industrial Corporations.
    - As a fiscal incentive, under Section 80 HHD, 50% of profits derived by hotels, travel agents and tour operators in foreign exchange are exempt from income tax. The balance amount of profit in foreign exchange is also exempt provided it is reinvested in tourism projects.
    - The Ministry of Finance has reintroduced Section 80-IA now known as 80-IB for the hotel units located in rural areas, hilly areas and place of pilgrimage. They are allowed 50% exemption in their profits, whereas for the hotels located in other areas (except metropolitan cities) under the same section, the exemption is 30%.
    - Benefits have been made available under Liberalised Exchange Rate Management System (LERMS). Hotels, travel agents, tour operators and other tourism units have been given facility to open

and operate Exchange Earners Foreign Currency (EEFC) Account. The procedure for release of foreign exchange for specified purposes has been streamlined and liberalised.

- Import of special items for hotel industry is permitted subject to import entitlement. Concessional Customs Duty is charged for import of specified goods required for initial setting up of substantial expansion of hotels.
- A new Export Promotion Capital Goods (EPCG) Scheme has been introduced for the Service Sector, which includes hotels and restaurants, travel agents and tour operators. Under this scheme, capital goods can be imported at a concessional duty of 5% subject to fulfilment of an Export Obligation over a period of time.

5. The Department of Tourism presents National Tourism Awards and Awards for Excellence for various segments of travel and tourism industry every year. National Tourism Awards are presented to classified hotels including heritage hotels, approved travel agents, tour operators and tourist transport operators in recognition of their performance in their respective fields and also to encourage healthy competition in order to promote tourism. Awards of Excellence are presented to various other segments of travel and tourism industry.
6. The State Governments have also been informed about these incentives and are being encouraged and advised to introduce similar incentives at state level to encourage tourism industry and private participation.

#### **Attempts of Privatisation by the state:**

At present, the Rajarshi Yatri Niwas (49 bedded tourist lodge), which was developed by the DICAT, has been privatised on a lease basis to M/S Badshah Hotels & Resorts on a yearly payment basis. A few other amenities are also under the process of privatisation. **(The details are not yet available from the state).**

#### **Action Plan for Privatisation:**

- a. Fiscal evaluation of the existing infrastructure on a realistic / business
- b. like manner, according to various categories.
- c. Auction / offer Tourist Lodges to private entrepreneurs / authentic NGOs/ reputed charitable institutions on an appropriate terms and conditions.
- d. Offer restaurants to reputed charitable institutions, particularly Women's organisations for management on lucrative terms and conditions
- e. Offer service oriented infrastructure like booking counters, information booths, STD booths etc. to the deprived sector (educated unemployed,

- handicapped, women, students etc) in an individual / organisational capacity. This offer could be charitable.
- f. Offer incentives to the existing staff to form co-operatives to run / manage existing Tourist Lodges, Restaurants etc. on reasonable terms and conditions.
  - g. Offer new infrastructure development to Village Councils, NGOs, private entrepreneurs etc. on a turnkey basis (BOT i.e. built, operate, transfer), if necessary, even for a long term.
  - h. Offer development of smaller infrastructure like wayside amenities, public toilets, tourist transport etc. to existing local entrepreneurs on a lucrative terms and conditions.
  - i. Offer financial incentives like interest free loans, soft loans, tax concessions, low lease rent etc. to encourage private participation in the tourism industry
  - j. Offer remote area concessions and incentives to private entrepreneurs for the development of tourism destination and infrastructure in the remote regions. These could include free land, partial subsidy for development etc.
  - k. Give wide publicity to the schemes being offered for privatisation. Keep the terms of offer lucrative like low/refundable deposits, quick decisions etc.
  - l. Protect the long-term government interest by legally safeguarding the terms of offers and agreements. The terms should also ensure long-term maintenance of infrastructure and quality service.
  - m. The Department should work out effective strategy to regularly monitor the privatised properties and ensure the quality of service.

## 7. **Governmental Funding Avenues:**

The Tourism Department must try various funding avenues in a process to make the activity economically feasible and sustainable. All proposals / projects must be worked out like business proposals considering all possible projections. The state / central governments may provide limited assistance for the initial gestation period. However, a definite strategy has to be worked out for the long-term maintenance of such facilities.

The other funding avenues should be tapped. Various government departments and organisations provide specialise funding for specific projects related to their activities and tourism sector being a versatile sector could tap these resources.

The Department of Tourism under the aegis of the Ministry of Tourism & Culture supports the most of the tourism development of Tripura Tourism. However, the collaboration with the sister departments under the same Ministry, namely Archaeology Survey of India and National Culture Fund has not been tried yet by Tripura Tourism. There is a good potential of joint ventures leading to tourism development.

The Ministry of Environment and Forests finances projects related to Biodiversity, Wildlife, Plant Conservation etc. and the Central Zoo Authority provides funds for zoo related projects. Since the emphasis of Tripura Tourism is going to be on Eco-tourism, this ministry could be a major sponsor/partner. The Ministry of non-conventional Energy Sources and the Ministry of Science & Technology could also support many activities and parameters under Eco-tourism development.

The tourism projects, particularly the large/unique projects, proposed under the Perspective Plan are of wide range. They come under varied parameters like rural development, agriculture, tribal development, education, science & technology, heritage conservation, adventure sports, information technology etc. There are Ministries specifically working for the development under these parameters and specific funds are allotted to these ministries under the Five Year Plan. These allocations are at the Central and the State level. The Tripura Tourism should make special efforts to coordinate with these ministries for the specific projects, which combine the interests of both. The Project Proposals need to be designed and worked out in detail and appropriate to the needs of the Ministry requirements. These could be developed as joint projects.

**Some of the Ministries at the Central Government, which could be approached for various tourism projects, are as under:**

Ministry of Agriculture- Indian Council of Agricultural Research (ICAR), Indian Institute of Horticultural Research (IIHR), Krishi Vigyan Kendra (KVK), Water Technology Centre for Eastern Region

Ministry of Commerce & Industries- Agricultural & Processed Food Products Exports Development Authority (APEDA), Industrial Institute of Foreign Trade (IIFT), India Trade Promotion Organisation (ITPO)

Ministry of Communication & Information Technology- National Information Centre (NIC), Department of Tele Communication (DOT)

Ministry of Defence- Defence Research & Development Organisation (DRDO), GREF

Ministry of Environment & Forests- Central Zoo Authority (CZI), Botanical Survey of India (BSI), Zoological Survey of India (ZSI), Medicinal Plant Board, Forest Development Agencies (Joint Forest Management Committees & Eco-development Committees)

Ministry of Health & Family Welfare- Department of Indian Systems of Medicine & Homeopathy

Ministry of Home Affairs- Northeast Council (NEC)

Ministry of Human Resource Development- Department of Education, Department of Women & Child Development

Ministry of Information & Broadcasting  
Ministry of Non-conventional Energy Sources- Indian Renewable Energy  
Development Agency Ltd. (IREDA)

Ministry of Road Transport & Highway

Ministry of Rural Development- Council of Advancement of People's Action  
& Rural Technology (CAPART), National Institute of Rural Development  
(NIRD)

Ministry of Science & Technology- Department of Science and Industrial  
Research, Institute of Himalayan Bio-resources Technology (IHBT)

Ministry of Small Scale Industries & Agro & Rural Industries

Ministry of Textiles- Handloom Export Promotion Council (HEPC),  
Handicraft & Handloom Export Corporation (HHEC)

Ministry of Tourism & Culture- Archaeological Survey of India, National  
Culture Fund, Department of Tourism

Ministry of Tribal Affairs

Ministry of Water Resources

Ministry of Youth Affairs & Sports

## **8. Institutional Funding Avenues:**

There are many national and international organisations / universities which are interested in long term ecological research and appropriate development in the regions like Northeast. The tourist infrastructure could be also used for such complementary activities and made sustainable. Tripura has tremendous potential to attract private investments in tourism sectors. However it will depend on the other factors adversely affecting the Northeast region.

The state government has already identified tourism as an industry. Now it must begin to treat the tourism sector like a public sector industry. The national and international organisations and funding agencies have a professional and business like approach. They ensure soundness of the proposals, integrity of the project leader and the team, technical and financial viability of the project etc. They also monitor the progress of the project during the implementation. The success rate is generally good in these types of arrangements due to mutual interest and control. However, the approach to generate such funding has to be high quality and professional. The State Government needs to invest reasonable seed capital for the preparation of sound and comprehensive Project Proposal understanding the minute details of the project and also the fundamental approach and philosophy of the donor agency. This preparation of Project Proposal needs to be handled

professionally and the consultants should be able to explain and convince the funding agencies about the viability of the project.

In case of International funding agencies, the process will be more complex. Many times the Project Proposals need to be developed as joint and collaborative projects. The approval of the Ministry of External Affairs and the Ministry of Home Affairs becomes mandatory. There are many collaborative projects going on in the country in different sectors and the success rate seems to be reasonably good. The Tourism Sector should also try for these funding possibilities, particularly for large, innovative and unique projects where such collaborative approach would be viable and sustainable. Here again, the technical and financial viability of the project and the project's uniqueness from the point of the interest of the funding agency becomes the key issue. This needs professional approach at basic planning stage and the state government must invest reasonable seed capital for this purpose.

The Department of Tourism, Government of India has already established strategy for **International Co-operation for Tourism Development**. The efforts of interactions with International Organisations have been initiated and there have been several meetings of officials to discuss and sort out various issues in the year 2001 e.g. Human Resources & Development (Geneva, Switzerland), Pacific Asia Travel Association (PATA) Annual Conference (Kuala Lumpur, Malaysia), World Tourism Organisation Commission of South Asia Region (Male, Maldives), Satellite Accounting (Vancouver, Canada), EIBTM meeting (Geneva, Switzerland), Strategic Group of WTO (Geneva, Switzerland), PATA Board meeting (Taipei, Taiwan), WTO General Assembly (Seoul, Korea), Tourism India 2001 conference (Singapore), International Travel Mart (Kunming, China), World Travel Mart (London). There have been also efforts to arrive at **Bilateral and Multilateral Cooperation Agreements** with various countries and a few important achievements have been made e.g. South Asia Joint Marketing and Promotion Action Plan for tourism, India-Singapore Joint Task Force, Indo-Italian Joint Working Group on Tourism etc. A large collaborative project, '**Ajanta - Ellora Conservation and Tourism Development Project**', with external assistance of the Japanese Bank of International Cooperation (JBIC) is currently under progress. The Department of Tourism should encourage and advise the State Governments for Bilateral and Multilateral Collaborative assistance for specific and large Tourism Development Projects in the State.

The Institutional Funding Agencies may be classified under the following categories:

**National Non Governmental Organisations (NGOs)**  
**International NGOs**  
**International Government Agencies**  
**Inter Governmental Organisations (IGOs)**

Many agencies in these categories have been implementing various Collaborative Projects in different states of India. These bilateral / multilateral

collaborations are with government / semi-government agencies and also with the NGOs. These projects are in different fields like environment, development, health, social welfare, education, rural development, agriculture, science and technology etc. The Tripura Tourism should work out the Tourism Projects with such diverse and comprehensive manner, so that these types of collaborations become possible. It may be noted that these projects are large and the success rate is quite high. A few ongoing examples of such projects, which could be tied up with Tourism Development:

- Basic Health Programme – Indo-German Development Co-operation - Maharashtra
- Conservation Education Project – Overseas Development Administration – Mumbai
- Lake Restoration and Development – Indo-Norwegian Project – Bangalore
- Mangrove Park – Godrej Foundation – Mumbai
- NEPED – Indo-Canadian Project – Nagaland
- Project Tiger – World Wide Fund for Nature – 16 National Parks in different states of India
- Bangalore Agenda Task Force for Urban Development & Beautification – Infosys Foundation – Bangalore
- Wildlife Research Projects – US Fish & Wildlife Department – Various parts of India

The modalities of such collaborative projects depend on the philosophy of the funding agency and also the nature of the specific project. However, the professionalism and integrity are the key essential factors. Tripura Tourism should try to avail these possibilities and being a government department such collaborations and successful implementation looks distinctly possible.

A list of few Institutional Agencies is given hereunder:

#### **National Non Governmental Organisations (NGOs)**

Infosys Foundation  
Pirojsha Godrej foundation  
Reliance Foundation  
J.R.D. Tata Trust  
Tata Sons Ltd. & various Trusts  
Wildlife Trust of India  
K. Mahindra Foundation

#### **International NGOs**

Aga Khan Foundation  
Asia Pacific Foundation of Canada  
Asian Cultural Council  
AT & T Foundation

Aurora Foundation  
Environmental Trust  
Ford Foundation  
Foundation for Deep Ecology  
Gates Foundation  
Global Conservation Fund (Gordon & Betty Moore Foundation)  
Goldman Environment Foundation  
International Fund for Animal Welfare  
Kellogg Foundation  
MacArther Foundation  
National Geographic Foundation  
Paul Getty Allen Forest Protection Foundation  
Paul Getty Trust  
Smithsonian Institute  
The Asia Foundation  
The Carnegie Foundation  
The Rockefeller Foundation  
World Wide Fund for Nature (WWF), International

### **International Government Agencies**

Department of Environmental Research & Social Sciences, Germany  
German Ministry of Development Co-operation  
National Environment Research Council (NERC), UK  
Netherlands Development Organisation  
Netherlands Organisation for Scientific Research (Earth & Life Science)  
Swiss National Foundation, Switzerland  
The Research Council of Norway (Environment & Development)  
The Swedish Research Council for Environment, Agriculture & Spatial Planning, Sweden  
The United States Agency for International Development (USAID)  
United Kingdom Department of International Development  
United States Department of Fish & Wildlife  
US Global Change Research Programme, USA

### **Inter Governmental Organisations (IGOs)**

Conservation International  
Danish International Development Assistance (DANIDA)  
Department for International Development (DFID), UK  
Environment Programme of European Commission  
Environment Protection Agency, USA  
Global Environment Facility (GEF)  
India Canada Environment Facility (ICEF)  
Indo-Dutch Programme on Alternatives in Development (IDPAD)  
Indo-Norwegian Environment Programme (INEP)  
International Bank for Reconstruction & Development (IBRD)

International Relations Council (Social Science & Humanities Research),  
Canada  
International Union for Conservation of Nature (IUCN)  
Japanese Bank for International Co-operation (JBIC)  
National Natural Science Foundation of China  
Overseas Development Administration (ODA)  
The Canadian International Development Agency (CIDA)  
The United Nations Children's Fund (UNCF)  
The United Nations Development Programme (UNDP)  
The United Nations Economic and Social Council (ECOSOC)  
The United Nations Education, Scientific and Cultural Organisation  
(UNESCO)  
The United Nations Environment Programme (UNEP)  
The United Nations Population Fund (UNFPA)

## **5. Modalities of Funding:**

The above-mentioned funding agencies have their own norms and modalities for funding. Most of them have their own specific interests in the areas to provide funding e.g. environment, forests, water, infrastructure, heritage, education, tourism, rural development, women's empowerment etc. Generally all funding agencies have their own formats of application for the funding. They also have time frames and schedules. Most of the funding agencies prefer to collaborate with the Government Departments, however they also like to involve NGOs and also look for people's participation. International Funding Applications need to be routed through the Ministry of External Affairs and also the Central Government Ministries related to the Projects.

The international funding agencies have different approaches. Some provide funding in a form of Grant and also technical know-how / human resources etc. These are collaborative projects, bilateral or multilateral. The ODA and European Union provide funding in this manner. These are generally long term projects (5 to 10 years) and the funding agencies regularly monitor the progress of the project through their own consultants / specialised institutions. These agencies generally provide 100% funding on the cost estimates worked out jointly, however they ensure the commitment of the grantee to look after, maintain and continue the project in future. The agreements / MOUs ensure these clauses for the commitment. These agencies also ensure the participation of the grantee in the form of existing infrastructure including human resources, land etc. at the beginning of the project.

The Tripura Tourism could attempt to get such funding for following specific projects:

1. Kamalasagar Project as an International Tourism Centre, History, Culture, Spirituality & Healthcare Integration Project
2. Handicraft & Agriculture Centre at Ambasa as a Rural Development & Women's Empowerment Project
3. Cultural Tourism Centres at International / National tri-junctions as Cultural Integration Project
4. Geography / Astronomy Centre at the Tropic of Cancer as an Educational Project
5. Dumboor Lake Islands & Gumati Wildlife Sanctuary as an Eco-tourism / Eco-development / Adventure tourism Project

There are other funding agencies, which are basically financial institutions like Asian Development Bank (ADB), Overseas Economic Corporate Fund (OECF), now JBIC, International Monetary fund (IMF) etc. These agencies provide soft loans for mostly development projects. They have their own parameters to decide about the eligibility components. Such funding is generally provided to the Government Departments and there are standard norms of sureties for repayments etc. They also insist for proportionate investment / participation from the recipient. For example, the JBIC provides financial assistance in a form of soft loan up to maximum 85% of the total project costs. The eligible components for JBIC are Land Cost, Infrastructure Development Cost, Compensation / Rehabilitation cost, Duties & Taxes, Interest during the implementation of the project etc. These loans are provided to the State Government Departments on the approval of the Ministry of External Affairs. Most of the times, 30% of the approved amount as provided as Grant and 70% as Loan. This type of funding is very useful for tourism development projects, wherein the State Governments do not have financial resources to develop the basic tourism infrastructure and at the same time, once such an infrastructure is created they can start generating revenue on a regular basis. However, the state government will need to provide the seed money to the extent of 15% of the project cost

The Tripura Tourism could attempt to get such funding for following specific projects:

1. Urban & Heritage Tourism i.e. development of Agartala and Udaipur
2. Regional Parks at Rowa, Dharmanagar & Sepahijala
3. Development of Tourism Infrastructure i.e. roads & services at the tourist destinations, signage etc.
4. Computerisation of tourism services, Publicity infrastructure, Capacity Building etc.
5. Cultural Centres in other parts of the country

## CHAPTER – 9

### TOURISM ECONOMICS, COST BENEFIT ANALYSIS AND EMPLOYMENT GENERATION

#### 1. Tourism Economics:

Tourism is today the world's largest industry, with the Travel and Tourism (T & T) Industry and T & T Economy respectively contributing 4.2% and 10.7% of global GDP. Tourism is also the highest generator of jobs, with the T & T Economy accounting for 8.2% of total employment or 1 in every 12.2 jobs. By 2011, over 50 million additional jobs will be created by the T & T Economy. No wonder then that Tourism has been described as 'one of the most remarkable economic and social phenomena of the last century'.

International Tourist Arrivals in 2000 reached 698 million with International Tourism Receipts of US \$ 476 billion, with International Fare Receipts accounting for a further 20% of receipts. Tourism is the single largest and fastest growing category of international trade, accounting for 12.8% of total exports. It is one of the Top 5 export categories for 83% of countries and the main source of foreign exchange for 38%. The potential for international tourism is vast as today only 3.5% of the world's population travels internationally.

The World Tourism Organisation (WTO) estimates that the scale of world domestic tourism far exceeds world international tourism, by a ratio of 10:1.

The forecasting study undertaken by the World Tourism and Travel Council (WTTC) indicates that between 2001 and 2011:

- Global Gross Domestic Product (GDP) will increase from 10.7 % to 11 %
- Global employment contribution will increase from 207.1 million to 260.4 million jobs or 9 % of total global employment
- The global value of tourism related exports will increase from US \$ 1,063.8 billion to US \$ 2,538.3 billion or 12.8 % of global export value
- Global capital investment in tourism will increase from US \$ 657.7 billion to US \$ 1,434 billion or 9.3 % of global investment

Forecast data from the WTO shows that the share of tourism volumes and related receipts, GDP, employment and export earnings is expected to move away from the developed countries towards the less developed countries as a result of favourable economic, motivational, technological and policy factors.

**WTTC's status paper 'The India Imperative' has analysed India tourism in the light of the latest Tourism Satellite Accounting Research (TSA), 2001 and projections for the year 2011. WTCC has identified India as one of the foremost growth centres in the world in the coming decade.**

## 2. **Role of Tourism in National Socio-economical Development:**

In 2000, India received 2.64 million international arrivals and had an estimated 210 million domestic tourists, a ratio of 1:80. Of this demand, however, Rs. 250 billion results from international tourism to India, while Rs, 912 billion is generated domestically, a ratio of 1:3.65.

While India's receipts from international tourism at \$ 3, 168 million in 2000 rank it 29<sup>th</sup> in the world, India accounts for just 0.67% of world tourism receipts from international arrivals.

In 2001, total tourism exports (visitor and non-visitor) in India are expected to generate Rs. 308 billion or 9.5% of total Indian exports as compared to a world average of 12.9% and India ranks 31<sup>st</sup> in the world.

In 2001, T & T in India will generate Rs. 1,564 billion of economic activity (total demand), making India the 22<sup>nd</sup> largest tourism market in the world, ahead of competitors such as Thailand, Malaysia, Indonesia and Egypt. Yet, India accounts for only 0.74% of world demand.

The contribution of the T & T Economy to GDP is impressive in dollar terms. This is due to the sheer size and scale of travel in the country (India ranks 17<sup>th</sup> in world). The potential contribution of tourism to India's GDP as seen today is at 5.3% as compared to the world average of 10.7%, and India ranks 140 in the world when tourism's contribution to GDP is measured. Similarly, despite a world rank of 15, the T & T Industry in India contributes 2.5% of GDP as compared to a world average of 4.2%, ranks 124 in terms of percentage contribution to GDP.

In terms of employment, India's T & T Economy accounts for 25 million jobs (World Rank 2). This translates to a share of 6% of all employment, giving India a rank of 140. The Department of Tourism's estimates of T & T Industry jobs are 4.2 million. This has been derived based on a study conducted in 1985-86, which derived the multiplier effect of the tourism industry. Similarly, despite employment of 12.3 million and a world rank of 2, the T & T Industry in India contributes 2.9% of total employment as compared to a world average of 3.1% and ranks 111 in terms of percentage contribution to total employment.

Tourism can play an important, pioneering and effective role in achieving the growth targets set out for the nation. The primary objective of tourism development in India is to accelerate economic growth significantly, so as to meet a series of socio-economic imperative that are unique to India. Tourism is one economic sector in India that has the capacity to maximise the productivity of the country's enormous natural, human and technological assets and resources. It has the capacity to capitalise on the country's success in the services sector and provide sustainable economic growth over the longer

term, offsetting in optimum performance in other economic sectors due either to domestic or global economic or political circumstances.

Tourism is recognised as having the potential to stimulate most economic sectors through its tremendous backward and forward linkages and cross-sectoral synergies. Its most apparent benefits are across the entire retail trade, and in particular in a variety of cottage industries, handicrafts, arts and agriculture. Its benefits for widespread national economic integration are immeasurable.

Tourism can provide the greatly increased revenues and incomes required to achieve the country's central social objective of significant improvement to human well-being and the quality of life of all our people. The economic benefits that flow into the economy through tourism as increased national and state revenues, business receipts, employment, wages and salary income, and central, state and local tax receipts, which contribute to the social upliftment of the country.

Tourism development, through accelerated and sustainable economic growth, can contribute to the equitable development of the country and the removal of disparities. The income benefits of tourism can spread geographically, particularly to rural areas. Tourism offers employment to women, youth, the disadvantaged and weaker sections of society, the disabled and tribal communities. Tourism can support social equity and stability.

Tourism can enhance the country's international image and prestige, strengthen its standing in the international community and foster greater international understanding. It forms part of the country's economic agenda and improves the overall climate for foreign investment.

95% of tourism businesses are small and medium scale enterprises (SMEs) and tourism could be a great supporter of entrepreneurship, cottage industries and economic diversity in rural areas.

Tourism is an export industry and can achieve the acceleration of economic growth by tapping the opportunities afforded by the international economy, thus providing valuable hard currency for imports and reducing the imbalance in trade and payments, Its limited leakage (7 %) makes it the most valuable contributor to India's international trade and vital ingredient to India's integration with the global economy.

Tourism being labour intensive promotes new employment, which is not only large in scale but also of a high quality that can support a higher quality of life. Tourism has the capacity to stimulate widespread direct private sector investment, both domestic and foreign. In particular for India, SMEs are recognised to play a vital role in industrialisation.

### 3. Present Economics of Tripura Tourism

The main sources of finances for the tourism development in the state are from the normal annual budget of the state and the central financial assistance for the definite projects (appendices – i, q, r).

Table 13: The state budget for the tourism development for the years 1999-2000 to 2002-2003 (Source: DICAT, Tripura):

YEAR	AMOUNT IN RS.LAKHS
1999 – 2000	
2000 – 2001	
2001 - 2002	Rs. 88 lakhs (plan) & Rs. 24.09 lakhs (non-plan)
2002 – 2003	

Table 14: The expenditure (2000-2001) on the maintenance of the existing infrastructure (Source: DICAT, Tripura):

#### EXPENDITURE FOR MAINTENANCE OF WORK FOR LAST 5 YEARS UNDER TOURISM SECTION - TRIPURA

Sr. No.	Amenity	Cost
1	Eden Tourist Lodge	Rs. 2,27,954.00
2	Uttarayan Pantha Niwas Pabiacherra	Rs. 5,49,750.00
3	Wayside Amenity Matabari	Rs. 1, 61,036.00
4.	Maintenance of Neermahal	Rs. 20,39,062.00
5.	Rajarshi Yatri Niwas	Rs. 8,96,587.00
6.	Uttarmegh Tourist Lodge	Rs. 5,57,675.00
7.	Sagarmahal Tourist Lodge	Rs. 12,13,891.00
8	Wayside Amenity at Bagafa (Pilak)	Rs. 3,77,900.00

The average expenditure for the maintenance of the existing infrastructure is around Rs. 12 Lakhs per annum.

The DICAT collects revenue from the room rents and food costs at the tourist infrastructure run by the department. This amounts to approx. Rs. 20 to Rs. 25 Lakhs, which is credited to the government revenue every year (Appendix – i).

The rates fixed by the department for the amenities provided by them are very reasonable and are based on the standard rates prevailing in the market for similar facilities. This rationale looks fine since the tourists are using the amenities regularly.

The Tripura Tourism has total staff (permanent) strength of 94 (Appendix - hh). Additionally, there is temporary staff employed from time to time on contract/daily wage basis. The recurring expenditure of staff salaries is met from the State Budget. The present annual budget allocation towards the staff salaries is Rs. 28 lakhs (plan) and Rs. 21.45 lakhs (non-plan).

The state partially depends on the central assistance for the creation of tourism infrastructure. The state contributes approx. 30 % of the total cost of the new infrastructure approved under the CSS.

#### **4. Future Economics of Tripura Tourism**

The Perspective Plan for the tourism development has been worked out with an objective to make the tourism industry in the state very sustainable. Over the years, it must become a self-supporting industry.

The proposal of the Perspective Plan as worked out is economically feasible. It is also envisaged that there will be average 10 % annual increase in the tourist traffic due to these overall efforts. It may boost further more after 5 / 10 years. The overall increase by 100 % in the next 10 years will itself make the Tripura Tourism a profit-making department. At present level also, they have almost managed to cover the recurring costs on maintenance. The strategies recommended in the perspective plan will ensure that Tripura Tourism will eventually work as a catalyst for tourism development and its administrative and management costs will be within the profits generated from the tourism in the state.

The other additional benefits of the tourism development for the state of Tripura will act as incentives to further the tourism activities with private participation.

**We feel that the Perspective Plan will not only be economically feasible but will also make the Tourism Development in Tripura very sustainable. It will also provide great impetus for overall socio-economic development of the state of Tripura in a short time.**

#### **5. Cost Benefit Analysis – Tourism in Tripura**

A few norms (Source: Trade in Tourism Services) to work out Cost – Benefits from the tourism development are as under:

- a) Hotel Rooms: For 10 lakhs tourists (with average length of stay 10 nights, 65 % average annual occupancy, 1.4 guests per room) annual bed nights available per room will be 332. The number of rooms required will be 30,107. The average cost (all inclusive) per room will be Rs. 15 lakhs.

Employment generation: Direct – 2 persons per room, Indirect – 3 persons per room. Thus 30,127 rooms will generate direct employment for 60,214 persons and indirect employment for 90,321 persons making total employment for 1,50,534 persons.

- b) Air Transport: For 10 lakh tourists (with average distance 8000 km., annual 265 round trips, 400 seats per aircraft, 65 % load factor, 260 passengers per aircraft, 50 % foreign tourists) number of aircraft required will be 29. The average cost per aircraft will be Rs. 752.5 Crores

Employment generation: Average 450 persons per aircraft

- c) Foreign Exchange: For 10 lakh tourists (with average foreign tourist spend US \$ 1100, 10 % import leakage, 50 % tourists for aviation, average travel per tourist 16,000 km, average rate US \$ 0.10 per km., import leakage 45 %) average foreign exchange earning from visitor spending will be US \$ 9900 lakhs i.e. Rs. 4,356 Crores and from aviation US \$ 4400 lakhs i.e. Rs. 1936 Crores

These norms need to be appropriately amended for the Northeast State like Tripura considering the ground realities. The costs and benefits for Tripura Tourism according to the modified version could be like this:

- Hotel Rooms: For 10 lakhs tourists (with average length of stay 8 nights, 40 % average annual occupancy, 1.5 guests per room) annual bed nights available per room will be approx. 400) The number of rooms required will be approx. 15000. The average cost (all inclusive) per room will be Rs. 10 lakhs.

**Over the next 20 years (2002 to 2021) the expected number of tourists in Tripura ranges between 2,80,000 and 16,00,000 and the subsequent need of rooms ranges between 1000 and 8,000 (see chapter 7). Thus the investments will range from Rs. 100 Crores in 2002 and Rs. 800 Crores in 2021. Most of this investment will be in private sector.**

Employment generation: Direct – 2 persons per room, Indirect – 4 persons per room. Thus 1000 to 8000 rooms will generate direct employment for 2000 to 16,000 persons and indirect employment for 4,000 to 32,000 persons making the total employment for 6000 to 48,000 persons over the next 20 years

- Air Transport: For 10 lakh tourists (with average distance 2000 km., annual 200 round trips, 200 seats per aircraft, 50 % load factor, 100 passengers per aircraft, 10 % foreign tourists) number of aircraft required will be 10. The average cost per aircraft will be Rs. 500 Crores.

As per the requirements of Tripura, the need for 2,80,000 tourists in 2001 to 16,00,000 in 2021 will be 3 to 9 aircrafts. These could also be shared

with the adjoining Northeast states. Thus the investment will range from Rs. 1500 Crores in 2002 to Rs.4500 Crores in 2021.

Employment Generation: Average 450 persons per aircraft. Thus 1350 to 4050 persons may be employed between 2002 and 2021.

- Other Transport (Railway & Road): The majority of the tourists will depend on these transport system. Intra state transport will be also through these means. The needs for the number of tourists from 2,80,000 to 16,00,000 over the next 20 years will be approximately 1 % per day. Thus approximate requirements will be 40 buses (2/3 passengers) and 150 jeeps/taxis (1/3 passengers) in 2002, increasing to 200 buses and 750 jeeps/taxis in 2021. The investment will range from Rs. 20 crores (2002) to Rs. 100 crores (2021)

Employment Generation: Average 6 persons per bus and 3 persons per jeep/taxi. Thus approximately 700 to 3500 persons may get employment in this sector between 2002 and 2021. This employment will be mostly for local people.

The requirements of investment in the development of rail linkage and subsequent employment generation cannot be predicted at this stage, however it will be considerably economical venture.

- Foreign Exchange: For 10 lakh tourists, average foreign exchange earning from visitor spending will be US \$ 9900 lakhs i.e. Rs. 4,356 Crores and from aviation US \$ 4400 lakhs i.e. Rs. 1936 Crores. At present the number of foreign tourists to Tripura is very negligible (approx. 1 %). With more emphasis on the tourism development and conscious efforts to attract foreign tourists this may improve to 5 % over the next 20 years. **Thus foreign exchange earning will be to the tune of Rs. 3 Crores (visitor spending) and Rs. 1 Crore (aviation) in 2002, which may increase to Rs. 15 Crores (visitor spending) and Rs. 5 Crores (aviation) in 2021.** This may look negligible but the importance of foreign exchange earnings goes much beyond the figures and special efforts must be made to improve this position.

The overall costing of the Tourism Development in Tripura under this 20 years perspective plan has been worked out as Block Estimate in the chapter 13. The total outlay of the Perspective Plan over the next 20 years (2002 – 2021), amounts to Rs. 220 Crores, i.e. approximately Rs. 11 Crores per year. The Perspective Plan proposal envisages about 30 % investment from the Government (Central and State) Sector and 70 % investment from the private sector. The Projects will be self-supporting, thus taking care of the recurring costs and future maintenance and up-gradation costs. The growth rate will be low in the preliminary years (up to 5 years), however depending on the initiative and other socio-economic conditions in the Northeast region, the growth rate could increase substantially and the state will accrue all the benefits.

Some benefits are direct and could be quantified. However, in the tourism sector major benefits are indirect and cannot be quantified at a preliminary stage. A few salient benefits are as under:

- It has been estimated that in tourism sector, the investment of Rs. 10 lakhs creates about 58 jobs. Thus Tripura Tourism has potential to create approx. 6400 jobs every year, on the implementation of the Perspective Plan.
- In addition to the job/employment generation directly in the tourism sector, the tourism development also creates opportunities for self-employment in service sector e.g. booking counters, information counters, STD booths, Cyber centres, tourist guides, tourism transport, taxi service, courier service etc.
- Tourism as a source of income is not easy to measure because of the multiplier effect. The flow of money generated by tourist spending multiplies as it passes through various sections of the economy through the operation of the multiplier effect.
- Tourism Development opens avenues for tourist destination development and also the surrounding region enhancement. This gives opportunity for small entrepreneurs to initiate business like fast food stalls, handicraft centres, village resorts, landscape contractors, civil contractors etc.
- Tourism Development becomes ongoing process and provides opportunities to professional consultants to provide their skills/expertise in an innovative way e.g. graphic designers, commercial artists, landscape designers, architects, script writers, film/documentary producers, web designers etc.
- Tourism development opens avenues of socio-economic development in rural and backward areas.
- Tourists contribute to tax revenues both directly through sales tax and indirectly through property, profits and income tax.
- In general, tourism development brings in the feeling of cultural pride and at the same time brings in social and cultural integration with the national and international communities.
- Due to diverse positive effects of tourism development the overall infrastructure, socio-economics, commerce and environment of the state and the region also gets impetus.
- The emphasis in tourism development like Eco-tourism, Heritage conservation, Wildlife tourism, adventure tourism etc. brings in the sense of environmental conservation in the society.

## 6. Employment Generation from Tourism Development in Tripura

There is great potential for creating enormous number of new jobs through travel and tourism. The employment potential is the highest in the tourism sector as compared to any other sector and India has the potential to more than triple its travel and tourism jobs. WTTC had estimated that in the year 1999 travel and tourism was expected to generate almost 200 million jobs across the world economy. It further expected that over 8 % of all jobs worldwide would depend on travel and tourism in 1999 and that the industry would support the creation of over 5.5 million jobs per year over the next decade. In this decade up to 2010, employment in travel and tourism is expected to grow at 2.6 % per annum.

The majority of jobs associated with travel and tourism tend to come in the form of direct service jobs in tourist related facilities and attractions at the destinations and in tourist generating areas. However, the bulk of the jobs are in tourist destinations e.g. accommodation sector, travel intermediaries, restaurants, shops, travel enterprises etc. In addition, employment opportunities are also available in other sectors, such as manufacturing and transport services, banking, agriculture and fisheries. Many of these jobs are created in backward areas where few employment opportunities are available.

Tourism Industry is a highly labour intensive service industry and is a valuable source of employment. It employs large number of people and provides a wide range of jobs which extend from the unskilled to the highly specialises. In addition to those involved in management, there are a large number of specialist personnel required to work as accountants, housekeepers, waiters, cooks and entertainers who in turn need large number of semi skilled workers such as porters, chambermaids, kitchen staff, gardeners etc. Tourism is also responsible for creating employment outside the industry such as furnishing and equipment industry, souvenir industry, textile and handicraft industry, farming and food supply and also construction industry.

Thus to quantify employment potential of tourism development in a region is not easy and here also Employment Multiplier effect has to be considered. The tourism industry has a very strong linkage to socio-economic progress of the country. It has a very high revenue capital ratio. It is estimated that an investment of Rs. 10 lakhs creates 47 direct jobs and 11 indirect jobs, which far surpasses the employment potential from Agricultural and Industrial sector.

- The total outlay of the Perspective Plan over the next 20 years (2002 – 2021), amounts to Rs. 220 Crores, i.e. approximately Rs. 11 Crores per year.
- It has been estimated that in tourism sector, the investment of Rs. 10 lakhs creates about 58 jobs. Thus Tripura Tourism has potential to create approx. 6400 jobs every year, on the implementation of the Perspective Plan.

- In addition to the job/employment generation directly in the tourism sector, the tourism development also creates opportunities for self-employment in service sector e.g. booking counters, information counters, STD booths, Cyber centres, tourist guides, tourism transport, taxi service, courier service etc. The effect of Employment Multiplier will be enormous in the underdeveloped state like Tripura.
- There will be tremendous opportunity in the secondary employment sector, which provides bulk, services to tourism industry e.g. construction industry, farming and food production, furnishing and equipment suppliers, professionals and consultants etc.

The present status of economy of Tripura is quite dismal. The basic economy is based on agriculture, which is seasonal and unpredictable. The other sector that provides employment opportunities is the Government Service Sector, which also has stagnated. The state does not have potential for industrial development to provide large employment opportunities. Even the business opportunities are limited due to the geographical isolation of the state from the country and also due to socio-economic problems of the region. Tripura has tremendous natural resources and they need to be conserved for its overall enhancement in a long term. Considering all these factors, Tourism Development based on strong emphasis of Eco-tourism will be the best opportunity for the socio-economical upliftment of the state of Tripura.

## **7. Year wise projections of the Direct / Indirect benefits & Employment Generation**

### a) Direct Benefits:

This is the net value addition due to the increased tourist spending as a result of increased number of tourist arrivals in the state. Due to the creation of additional facilities and infrastructure, the average expenditure of a tourist would increase. The spending pattern of the tourist is assumed to remain unchanged during the plan period. The amounts spent by the tourists are the receipts, which form the direct output of the plan.

The factors to compute the direct benefits are as under:

- The number of foreign tourists is very negligible (1%) and may not change without special efforts. Therefore the combined average expenditure is worked out
- The projected tourist arrivals in the state as a result of interventions is as shown at the table no. 8 – Trends & Projections of Tourist Arrivals in Chapter 7
- Average per day per capita expenditure of tourists (domestic/foreign combined) in Tripura is estimated as Rs. 2000/-
- Average duration of stay of tourist is assumed to be 5 days
- The percentage change in the Whole Sale Price (WSP) Index is assumed as 5% per year

**Table 15: Average Per Capita Per Day Tourist Expenditure:**

Year	% Change of WSP	Average Per Capita Expenditure (Rs.)
2002-03	5 %	2000
2003-04	5 %	2100
2004-05	5 %	2205
2005-06	5 %	2315
2006-07	5 %	2431
2007-08	5 %	2553
2008-09	5 %	2680
2009-10	5 %	2814
2010-11	5 %	2955
2011-12	5 %	3103
2012-13	5 %	3258
2013-14	5 %	3421
2014-15	5 %	3592
2015-16	5 %	3771
2016-17	5 %	3960
2017-18	5 %	4158
2018-19	5 %	4366
2019-20	5 %	4584
2020-21	5 %	4813
2021-22	5 %	5054

**Table 16: Direct Economic Benefit from Projected Tourist Arrivals:**

(For Direct Value Added, factor 0.3854 is considered. Source: Dr. Raveendran, 1993)

Year	Tourist Inflow	Expenditure per Tourist for 5 days	Direct Receipts (Rs. Crores)	Direct Value Added (Factor 0.3854) Rs, Crores	Direct Benefit (Rs. Crores)
1	2	3	4	5	6 (4+5)
2002-03	280000	5 x 2000	280.00	107.91	387.91
2003-04	308000	5 x 2100	323.40	124.64	448.04
2004-05	338800	5 x 2205	373.53	143.96	517.49
2005-06	372680	5 x 2315	431.38	166.25	597.63
2006-07	409948	5 x 2431	498.29	192.04	690.33
2007-08	450943	5 x 2553	575.63	221.85	797.48
2008-09	496037	5 x 2680	664.69	256.17	920.86
2009-10	545641	5 x 2814	767.72	295.88	1063.60
2010-11	600205	5 x 2955	886.80	341.77	1228.57
2011-12	660226	5 x 3103	1024.34	394.78	1419.12
2012-13	726249	5 x 3258	1183.06	455.95	1639.01
2013-14	798874	5 x 3421	1366.47	526.64	1893.11
2014-15	878761	5 x 3592	1578.25	608.26	2186.51
2015-16	966637	5 x 3771	1822.59	702.43	2525.02
2016-17	1063301	5 x 3960	2105.34	811.40	2916.74
2017-18	1169631	5 x 4158	2431.66	937.16	3368.82
2018-19	1286594	5 x 4366	2808.63	1082.44	3891.07
2019-20	1415253	5 x 4584	3243.76	1250.15	4493.91
2020-21	1556778	5 x 4813	3746.39	1443.86	5190.25
2021-22	1712456	5 x 5054	4327.38	1667.77	5995.15

b) Indirect Benefits:

The Indirect Benefits arise out of the multiplier effect of tourist spending as different segments of the tourist industry purchase commodities and services from other sectors of economy. The additional output produced in other sectors of the economy by the chain of inter-industry spending is the indirect output of tourism. The indirect benefits can be computed by using the output multiplier as 1.058 and income multiplier as 1.412 (Source: Dr. Raveendran, 1993).

**Table 17: Indirect Economic Benefits from Projected Tourist Arrivals (In Rs. Crores):**

Year	Direct Receipts	Direct Value Added	Output Col.2 X 1.058	Value Added Col.3 X 1.412	Total Col. 4 + Col. 5
1	2	3	4	5	6
2002-03	280.00	107.91	296.24	152.37	448.61
2003-04	323.40	124.64	342.15	175.99	518.14
2004-05	373.53	143.96	395.19	203.27	598.46
2005-06	431.38	166.25	456.40	234.75	691.15
2006-07	498.29	192.04	527.19	271.16	798.35
2007-08	575.63	221.85	609.02	313.25	922.27
2008-09	664.69	256.17	703.24	361.71	1064.95
2009-10	767.72	295.88	812.25	417.78	1230.03
2010-11	886.80	341.77	938.23	482.58	1420.81
2011-12	1024.34	394.78	1083.75	557.43	1641.18
2012-13	1183.06	455.95	1251.68	643.80	1895.48
2013-14	1366.47	526.64	1445.73	743.62	2189.35
2014-15	1578.25	608.26	1669.79	858.86	2528.65
2015-16	1822.59	702.43	1928.30	991.83	2920.13
2016-17	2105.34	811.40	2227.45	1145.70	3373.15
2017-18	2431.66	937.16	2572.69	1323.27	3895.96
2018-19	2808.63	1082.44	2971.53	1528.41	4499.94
2019-20	3243.76	1250.15	3431.89	1765.21	5197.10
2020-21	3746.39	1443.86	3963.68	2038.73	6002.41
2021-22	4327.38	1667.77	4578.37	2346.42	6924.79

c) Cost Benefit Analysis:

The following table gives the cost benefit analysis of the Perspective Plan, which has been proposed. The investments for the tourism development are as per the Phase Development and the Block Estimate (Chapters 12 & 13).

Table 18: Cost Benefit Analysis of the Perspective Plan for Tripura Tourism

Year	Direct Benefits	Indirect Benefits	Total	Cost Investment	Net Incremental Benefits
1	2	3	4	5	6
2002-03	387.91	448.61	836.52	25.00	811.52
2003-04	448.04	518.14	966.18	25.00	941.18
2004-05	517.49	598.46	1115.95	32.00	1083.95
2005-06	597.63	691.15	1288.78	32.00	1256.78
2006-07	690.33	798.35	1488.68	23.50	1465.18
2007-08	797.48	922.27	1719.75	23.50	1696.25
2008-09	920.86	1064.95	1985.81	19.00	1966.81
2009-10	1063.60	1230.03	2293.63	19.00	2274.63
2010-11	1228.57	1420.81	2649.38	11.00	1238.38
2011-12	1419.12	1641.18	3060.30	11.00	3049.30
2012-13	1639.01	1895.48	3534.49	10.75	3523.74
2013-14	1893.11	2189.35	4082.46	10.75	4071.71
2014-15	2186.51	2528.65	4715.16	10.50	4704.66
2015-16	2525.02	2920.13	5445.15	10.50	5434.65
2016-17	2916.74	3373.15	6289.89	7.75	6282.14
2017-18	3368.82	3895.96	7264.78	7.75	7257.03
2018-19	3891.07	4499.94	8391.01	6.50	8384.51
2019-20	4493.91	5197.10	9691.01	6.50	9684.51
2020-21	5190.25	6002.41	11192.66	4.00	11188.66
2021-22	5995.15	6924.79	12919.94	4.00	12915.94

d) Employment Generation:

Tourism is a labour intensive industry. The publication of ESCAP on the Economic Impact of Tourism in India (as referred in the Report of the Working Group on Tourism for the Ninth Plan) indicated that 1.2 International visits provide employment to one person, while 17 domestic tourists generate on employment. By using these values the projection of direct employment has been shown in the following table. Since the presence of foreign tourist is not likely to be very significant in Mizoram, the combined number is considered for this evaluation as domestic tourists and the ratio is slightly modified 15 tourists for 1 employment.

**Table 19: Generation of Direct Employment on Implementation of the Perspective Plan for Tripura:**

<b>Year</b>	<b>Additional Tourist Inflow</b>	<b>Direct Employment (15 tourists for 1 employment)</b>
2002-03	280000	18666
2003-04	308000	20533
2004-05	338800	22586
2005-06	372680	24845
2006-07	409948	27329
2007-08	450943	30062
2008-09	496037	33069
2009-10	545641	36376
2010-11	600205	40013
2011-12	660226	44015
2012-13	726249	48416
2013-14	798874	53258
2014-15	878761	58584
2015-16	966637	64442
2016-17	1063301	70886
2017-18	1169631	77975
2018-19	1286594	85772
2019-20	1415253	94350
2020-21	1556778	103785
2021-22	1712456	114163

## CHAPTER – 10

### COMMUNITY & WOMEN'S PARTICIPATION

People of Tripura are heavily dependent on agricultural economy, and the tribals particularly on jhoom cultivation. This labour intensive agriculture provides enough just for subsistence. On the other hand, this practice has destroyed the natural wealth of the state. The agriculture in Tripura is very much seasonal and people remain occupied in the laborious process for a long time without much return. The overpopulation in the state has also deprived people of sizable cultivable land and agricultural land holding has become very marginal. The landlocked terrain and poor infrastructure does not allow much scope for any other type of industrial or development activity. In this sense, tourism that is a labour intensive, non-polluting, fast growing and income generating industry is an excellent option for Tripura.

The success of Tourism Development in the state like Tripura particularly, will hinge on the local participation. Tripura already has a strong philosophy of participatory governance and a fairly good sector of Voluntary Organisations (Appendix – x). There is overpopulation in the state and at the same time literacy rate is quite high. This has resulted in a large population of unemployed youth. The women and youth in Tripura are not very active and lack enthusiasm. The potential of youth and women should be tapped for multiple purposes. It will achieve employment generation in the otherwise deprived section of the society, will allow the government activity of tourism development to grow like efficient business and at the same time will bring in the feeling of ownership amongst the local people.

#### **Community Participation:**

The tourism development is a complex activity and the DICAT cannot carry it out successfully on its own. It requires collaboration with various departments, agencies and private individuals. Tourism Development has two major components, creation of infrastructure and management. Though the first part of creation of infrastructure is looked after by the DICAT quite satisfactorily, the second part of management becomes difficult and uneconomical. The effort to involve people at such fragile stage does not succeed since people can foresee losses. They also do not feel as a part of the whole effort. The strategy, therefore, should be to attempt community involvement right at an inception stage of a project.

It is obvious that such an effort may not be feasible and appropriate for all projects. Some important sectors where such projects could be tried are Handicraft / Agriculture Centres, Cultural Centres, Restaurants, Service Centres (phone, internet etc.), Tourist Information Centres, Rural Tourism / Resorts, Tourist guides for Adventure Tourism, village houses as pensions near important tourist destinations etc.

Tripura Tourism has already initiated this strategy for the Orange Festival at Jampui Hills, where local community offers tourist accommodation in their houses. Here the very active voluntary organisation, YMA has been involved to initiate various programmes and actions. The similar efforts through various other methods could be attempted at other tourist spots also. The most efficient and simple method will be to invite and involve genuine and reputed local Voluntary Organisations and Village Councils. This involvement should be right from the planning stage of the project. The proposal should be worked out in the most transparent manner so that the participants feel comfortable. The scope of participation and the terms of reference should be drafted jointly and carefully. An undertaking / bond should be obtained from them as their commitment to this joint venture. This should be treated like a partnership business and the community should not only be offered share of profits, but also should be given incentives. This can be a Joint Tourism Management Project (JTMP). The success of the JTMP will depend on the freedom, flexibility given to the participants and also on the healthy competition between the various JTMPs running different projects.

Some smaller projects could be handed over to the individuals also, preferably from a deprived class like physically handicapped, senior citizens, unemployed youth, women etc. These projects will act like employment generation means and will also provide important service to the tourists. The best example for this category is the Telecom Facilities (STD / ISD booth). Even Tourist Information Counters could be run through this system.

An attempt could also be made to offer some larger projects on a BOT basis to the organisations. These could be offered to Village Councils, Institutions etc. through invitation.

The participatory activity in the tourism sector could relieve a lot of burden from the DICAT and it can use its time, experience and resources in creation of new destinations, publicity and innovative projects.

Tripura Tourism can initiate this activity of JTMP immediately with excellent incentives offered to the participants including financial assistance through the banks and financial institutions. This activity is a self-sustaining since it does not require major investments / establishments from the government.

### **Women's Participation:**

The community participation through JTMP should be also complemented with another concerted effort to ensure the participation of Women in the Tourism Development and Management. It is commendable that women in Tripura are industrious, sincere in their duties and full of enthusiasm. However, they have not been offered better opportunities and are still burdened with traditional household and agricultural work in spite of higher literacy. This needs a drastic change and a progressive approach. Tourism Industry is an excellent sector for women's active participation. However,

special opportunities must be created for their substantial involvement in the tourism sector. This is not only to help them but also to help the tourism sector since it is in a need to have human resource with an aptitude of service and hospitality. The women should be encouraged, with due incentives to take major responsibilities to run some of the activities of the tourism department. Even here, they should be treated like equal business partners. The scope and terms of reference have to be worked out jointly and carefully.

Fig. 10 – Girl Children of Tripura



Additionally, a special effort must be made to ensure the employment of women staff in the Tourism Projects. The DICAT, Tripura should make a concerted attempt to improve the gender ratio amongst the staff. The following table will give an idea of the present situation:

Table 15 – Gender Ratio in Tourism Staff:

REGULAR OFFICE STAFF				
No. of Males	No. of Females	Total	% Males	% Females
38	5	43	88.4	11.6
TOURIST LODGE STAFF				
47	2	49	95.9	4.1
TOTAL STAFF				
85	7	92	92.4	7.6

(Note: The data of Tourist Lodge Staff is approximate, it includes casual staff) This shows a very negative picture in the Tripura Tourism. A special attempt has to be made not only to improve this ratio up to 50 %, but also to attract

individual women entrepreneurs to run various Restaurants, Handicraft Centres etc. An attempt must be made to invite proposals from individuals and organisations and liberal financial assistance could be offered through the banks and financial institutions. A specially designed 'Women's Tourism Project' (WTP) should be initiated by Tripura Tourism with immediate effect. In fact, Tripura women should be invited to prepare this innovative WTP.

### **Employment Generation:**

The participatory projects, both JTMP and WTP have potential to create enthusiasm amongst a large sector of Tripura society since these are innovative and employment generation activities. This would reduce the burden of the tourism department substantially and in turn will create tremendous enhancement in the tourism business. This itself will have a multiplier effect to generate employment possibilities through various allied and dependent sectors.

It is commendable that the present decision-making process in Tripura is 'bottom up' and involves Village Councils totally. The same approach should be maintained in the Tourism Planning process and all the committees must have good representation of grassroots community and women.

The Tripura Tourism needs to emphasise this very positive aspect of the tourism industry to the state government to have sympathetic and liberal budget allocations in the Five Year Plans. It has to be strongly emphasised that Tourism Industry can change the face of Socio-economic condition of Tripura in a decade with proper planning and initiative.

## CHAPTER – 11

### PROPOSED STRATEGY & ACTION PLAN

The Proposed Perspective Plan for the Tourism Development of Tripura as detailed in the Chapter – 6 will be implemented according to a well designed Strategy and Action Plan. The general guidelines are discussed hereunder:

#### PROPOSED STRATEGY:

1. Formation of the Tourism Council at the State Government level to oversee the implementation and progress of the Perspective Plan for the Tourism Development. This should include a senior representative of Village Councils. This may also include a senior representative of the Department of Tourism, GOI
2. Formation of the Steering Committee at the Secretariat level to work out the detailed project development plan and delegate its implementation. . This should include representatives of Village Councils and Women
3. Formation of the Co-ordinating Committee at the Tourism Department level to obtain all the approvals from the central and state government and work out detailed implementation plan and supervise the project work
4. Appointment of Professional Consultants to prepare the Master Plans and the Detailed Feasibility Reports (DFR) for specific projects
5. Appointment of Professional Consultants to work out detailed Project Plans and Estimates for various projects according to the DFR
6. Appointment of Agencies to implement the Projects according to the detailed project plans, guidelines and specifications
7. Regular supervision, monitoring, reporting and documentation of the progress of various projects
8. Quarterly assessment of the Projects
9. Completion reports of the Projects
10. Appointment of Agencies to manage the completed Tourism Projects
11. Implementation of the Phased Development according to the Perspective Plan

12. Regular supervision, monitoring, reporting and documentation and assessment of the management progress of various Tourism Projects
13. Annual Fiscal Assessment of the Project Work
14. Annual Fiscal and Technical Audit of the Project Work through Professional Consultants
15. Annual Overall Assessment

#### **PROPOSED ACTION PLAN:**

1. Technical approval of the Perspective Plan for the Tourism Development by the Central and State Governments
2. Organisation of a Seminar (3 / 5 days, in Tripura) for the detailed presentation of the Perspective Plan followed with discussion, brainstorming and strategic action to launch the Tourism Development Project. The participants will include all those involved in the planning and implementation process and also the stakeholders i.e. tourism related entrepreneurs, voluntary organisations and local people. This will be organised by the Tripura Tourism within 3 months of the approval.
3. Formation of all the advisory, controlling, supervising, co-ordinating and implementing committees should take place within 3 months of the approval and the committee members will be the participants of the abovementioned seminar. These committees would have met at least once before the seminar.
4. The committees will finalise the prioritisation of the projects for the first five years and initiate the further action for the implementation of those projects. This decision should be taken within 6 months of the approval.
5. The appointments of Professional Consultants for the individual projects, which have been prioritised by the committees. This process should be completed within 6 months of the approval so that the Consultants commence the work of preparation of the Master Plan and the DFR in the 7<sup>th</sup> month
6. The Consultants complete and submit the Master Plan and the DFR of the respective Tourism Projects within 12 months of the approval. These reports will be prepared with close intermittent interaction with the Tourism Department.
7. The Committees will approve the Master Plan and the DFR of various projects and initiate further action to make financial provision for the

implementation and also to appoint the Consultants to prepare the detailed Project Plans and Estimates. This action will be taken within 15 months of the approval.

8. In the meanwhile, the committees will form Working Groups within the Tourism Department to co-ordinate and implement action on the specific heads e.g. Finance, Programmes, Publicity, New projects, Up gradation and Maintenance, Liaison, Administration etc. These Working Groups will be delegated with certain authority and responsibility for the implementation of the approved work.
9. The Working Groups will be also given the responsibility of certain projects within the Perspective Plan, which could be implemented in-house by the Tourism Department. The implementation action on such projects will commence within 6 months of the approval.
10. The Consultants will complete and submit the detailed Project Plans and Estimates within 18 months of the approval. The Committees will assess and initiate these projects for implementation within 24 months of the approval.
11. The Agencies will be appointed for the implementation of the projects. The Project works will commence immediately and shall be completed within 36 months of the approval.
12. The Committees will continue regular monitoring and assessment in consultation with the Professional Consultants. The Project Works will be phased out so that they are manageable for the annual progress and also are within the budgetary provision.
13. The routine work and activities of the Tourism Department will continue through the Working Groups of the Tourism Department. This work will also be regularly monitored and assessed by the Committees and Consultants.
14. The Committees will carry out annual Fiscal and Technical audit of the Project Work in progress. Necessary modifications and corrective actions will be taken based on these reports. The prevailing circumstances from time to time may also compel certain modifications in the strategy and action plan.
15. The further progress of the Perspective Plan for the Tourism Development will continue with the similar strategy according to the phase wise development plan as detailed in the Chapter – 12.

## CHAPTER – 12

### PROPOSED PHASED DEVELOPMENT

The Perspective Plan for the Tourism Development of the State of Tripura is envisioned for the next 20 years. Such a large and broad visionary plan requires to be phased out in a systematic manner for its realistic detailed planning and implementation. The biennial phased development is proposed starting from the approval of the Perspective Plan. General guidelines for such a Phased Development is discussed hereunder:

1. Year 1 & 2: Preliminary administrative planning for the implementation of the Perspective Plan and commencement of the implementation process, Up gradation of the existing infrastructure, Publicity, Signage and Graphic Design etc., Preparation of the Master Plan and DFR for five prioritised projects, Preparation of the detailed Project Plans and Estimates for the five prioritised projects, Computerisation, Booking Agents, Information Centres, Tourism Clubs, Rural Tourism – I, Kamalasagar Project, Staff Training  
**Approx. Investment:** Basic Infrastructure – 10.00, Publicity – 3.00, Human Resource – 3.00, Tourism Infrastructure – 4.00, Product Development – 20.00, Misc. – 10.00 thus  
**Total – Rs. 50.00 Crores**
2. Year 3 & 4: Jampui Hills / Dumboor Lake Project, Tourism Festivals, Up gradation of the existing infrastructure, Publicity, Signage and Graphic Design etc., Computerisation, Booking Agents, Information Centres, Tourism Clubs, Staff Training, New Tourist Lodges  
**Approx. Investment:** Basic Infrastructure – 10.00, Publicity – 3.00, Human Resource – 1.00, Tourism Infrastructure – 10.00, Product Development – 30.00, Misc. – 10.00 thus  
**Total – Rs. 64.00 Crores**
3. Year 5 & 6: Unakoti / Pilak Heritage Centre Projects, Eco-tourism / Wildlife / Adventure Tourism Projects, Handicraft / Agriculture Centre at Ambasa, Up gradation of the existing infrastructure, Publicity, Signage and Graphic Design etc., Computerisation, Booking Agents, Information Centres, Tourism Clubs, Staff Training, New Tourist Lodges  
**Approx. Investment:** Basic Infrastructure – 5.00, Publicity – 1.00, Human Resource – 1.00, Tourism Infrastructure – 5.00, Product Development – 20.00, Misc. – 15.00 thus  
**Total – Rs. 47.00 Crores**

4. Year 7 & 8: Agartala / Udaipur Development, Gumati River Project, Defence Tourism, Landscape Design, Publicity, Signage and Graphic Design etc., Computerisation, Booking Agents, Information Centres, Tourism Clubs, New Tourist Lodges  
**Approx. Investment:** Basic Infrastructure – 1.00, Publicity – 1.00, Tourism Infrastructure – 1.00, Product Development – 20.00, Misc. – 15.00 thus **Total – Rs. 38.00 Crores**
  
5. Year 9 & 10: Cultural Tourism at International / Interstate Junctions, Geography / Astronomy Centre at Tropic of Cancer, Landscape Design, Publicity, Signage and Graphic Design etc., Computerisation, Booking Agents, Information Centres, Tourism Clubs, New Tourist Lodges  
**Approx. Investment:** Basic Infrastructure – 0.50, Publicity – 0.50, Tourism Infrastructure – 1.00, Product Development – 10.00, Misc. – 10.00 thus **Total – Rs. 22.00 Crores**
  
6. Year 11 & 12: Water Tourism, Regional Nature Parks, Privatisation Process, Landscape Design, Publicity, Signage and Graphic Design etc., Computerisation, Booking Agents, Information Centres, Tourism Clubs  
**Approx. Investment:** Basic Infrastructure – 0.50, Publicity – 0.50, Tourism Infrastructure – 0.50, Product Development – 10.00, Misc. – 10.00 thus **Total – Rs. 21.50 Crores**
  
7. Year 13 & 14: Pilgrimage Tourism, Heritage Tourism, Tourism Circuit – Heritage, Privatisation Process, Landscape Design, Publicity, Signage and Graphic Design etc., Computerisation, Booking Agents, Information Centres, Tourism Clubs  
**Approx. Investment:** Basic Infrastructure – 0.50, Tourism Infrastructure – 0.50, Product Development – 10.00, Misc. – 10.00 thus **Total – Rs. 21.00 Crores**
  
8. Year 15 & 16: Tourism Circuit – Wildlife, Privatisation Process, Landscape Design, Publicity, Signage and Graphic Design etc., Computerisation, Booking Agents, Information Centres, Tourism Clubs  
**Approx. Investment:** Basic Infrastructure – 0.50, Product Development – 10.00, Misc. – 5.00 thus **Total – Rs. 15.50 Crores**
  
9. Year 17 & 18: Tourism Circuit – River tourism, Privatisation Process, Landscape Design, Publicity, Signage and Graphic Design etc., Computerisation, Booking Agents, Information Centres, Tourism Clubs  
**Approx. Investment:** Product Development – 5.00, Misc. – 8.00 thus **Total – Rs. 13.00 Crores**

10. Year 19 & 20: Tourism Circuit – International Border / Interstate, Privatisation Process, Landscape Design, Publicity, Signage and Graphic Design etc., Computerisation, Booking Agents, Information Centres, Tourism Clubs  
**Approx. Investment:** Product Development – 6.00, Misc. – 2.00 thus **Total – Rs. 8.00 Crores**

NOTE: The planning process will continue throughout since the projects will be further phased out according to the budget availability. Up gradation process will continue for the first five years. The other activity-based projects will continue throughout.

## CHAPTER – 13

### BLOCK ESTIMATE & FEASIBILITY

The Block Estimate is worked out to give overall idea of the financial involvement of this Perspective Plan. However, it is just indicative and could vary based on the circumstances, fluctuations, inflation and further amendments as per the details of the Project. The estimate does not include recurring costs.

Table 20 : Block Estimate

S.No.	Item	Approx. Qty.	Rate in Rs.	Amount (in Rs. Lakhs)
<b>I</b>	<b>BASIC INFRASTRUCTURE</b>			
1	Up-gradation of Infrastructure: Average built up area per T. Lodge – 800 Sq. M. X 15 Nos.	12000 Sq.m.	2500	300
2	Up-gradation, Construction of roads (2 lane) up to the tourists destinations / infrastructure	50.00 Kms	4000000	2000
3	Up-gradation / maintenance of Vehicles – 5 Jeeps & 2 buses	10 years	1000000	100
4	New vehicles – Jeeps, Mini buses & maintenance	10 Nos	1000000	100
5	Landscape & Environment Design	50 Sites	600000	300
				<b>2800</b>
<b>II</b>	<b>PUBLICITY / MARKETING</b>			
6	Signage & Hoardings	200 Nos	50000	100
7	Publicity, Literature etc.	20 years	1000000	200
8	Computerisation & Information Technology	20 years	2000000	400
9	Information Counters	20 Nos	500000	100
10	Programmes, Activities	20 years	500000	100
10-A	Foreign Tourism Initiatives – Bangla Desh	20 years	1000000	200
				<b>1100</b>
<b>III</b>	<b>HUMAN RESOURCE / RESEARCH</b>			
11	Documentation & Research of Cultural Heritage	3 years	Lump sum	100
12	Capacity Building, Staff Training	20 years	2000000	400
				<b>500</b>

<b>IV</b>	<b>TOURISM INFRASTRUCTURE</b>			
13	Cultural Centres in Metro cities	5 Nos	10000000	500
14	New Wayside Toilets / Amenities	20 Nos	1000000	200
15	New Tourist Lodges	15 Nos	10000000	1500
				<b>2200</b>
<b>V</b>	<b>PRODUCT DEVELOPMENT</b>			
16	Agartala / Udaipur / Jampui Hills	3 Nos.	100000000	3000
17	Kamalasagar / Dumboor Lake / Pilak	3 Nos.	100000000	3000
18	Tourism Festivals – 2 Nos	20 years	1000000	200
19	New Large Projects	15 Nos	50000000	7500
20	Tourism Circuits	4 Nos	10000000	400
				<b>14100</b>
<b>21</b>	<b>Total</b>			<b>20700</b>
22	Unforeseen		10 %	2070
23	Contingencies		5 %	1035
24	Inflation		10 %	2070
25	Administrative Expenses		10 %	2070
26	Consultancy Fees		10 %	2070
<b>27</b>	<b>GRAND TOTAL</b>			<b>30015</b>
	<b>SAY APPROX.</b>			<b>30000</b>

### **THE BLOCK ESTIMATE: RS. THREE HUNDRED CRORES ONLY**

#### **FEASIBILITY OF THE PROJECT:**

The Block Estimate shows the total Perspective Plan Outlay for 20 years is approximately around Rs. 300 Crores only.

After looking at the item heads and also the strategic approach following points need specific mention:

1. The items 1 to 5 covering the Basic Infrastructure amount to Rs. 28.00 Crores, which is approx. 9.33 % of the total cost
2. The items 6 to 10 covering the Publicity and Marketing amount to Rs. 11.00 Crores, which is approx. 3.66 % of the total cost
3. The items 11 & 12 covering Human Resource Development & Research amount to Rs. 5 Crores, which is approx. 1.67 % of the total cost

4. The items 13 to 15 covering Tourism Infrastructure, some of which is in the pipeline and awaiting approval amount to Rs. 22 Crores, which is approx. 7.33 % of the total cost
5. The items 16 to 20 covering new innovative Tourism Product Development amounts to Rs. 141 Crores which is approx. 47 % of the total cost
6. The items 25 & 26 covering Administrative and Consultancy expenses amount to Rs. 41.00 Crores, which is approx. 13.67 % of the total cost

The major item in this Plan is the new innovative Product Development projects, which takes about 47 % of the total outlay. Considering the strategy already mentioned in the earlier chapters for these projects, it is clear that these projects will be collaborative projects, likely to be sponsored by various other departments and funding agencies. The Tripura Tourism will have to invest its time and preliminary expenses for the preparation of the detailed proposals, which will be about 20 % of the cost of these projects i.e. 9.4 % of the total cost. This could be manageable within the resources provided by the state and also assistance provided by the central government.

The Publicity & Marketing activities take about 3.66 % of the total cost which is also manageable within the resources of the state government complemented with other sponsorships.

The costs of Basic Infrastructure including up-gradation of existing infrastructure, creating new service infrastructure and new projects (already in the pipeline and awaiting approval), which is about 9.33 % of the total cost amounting to approx. Rs. 28.00 Crores over the period of 20 years could be within the budgetary provision of the Ministry of Tourism, GOI. Under the present allocation, the special provision for the 8 states of Northeast region is Rs. 14.80 Crores i.e approx. Rs. 1.85 Crores per state.

Thus the proposal of the Perspective Plan as worked out looks economically feasible. It is also envisaged that there will be average 10 % annual increase in the tourist traffic due to these overall efforts. It may boost further more after 5 / 10 years. The overall increase by 100 % in the next 10 years will itself make the Tripura Tourism a profit-making department. At present level also, they have almost managed to cover the recurring costs.

**We feel that the Perspective Plan will not only be economically feasible but also will make the Tourism Development in Tripura very sustainable.**

## CHAPTER – 14

### CONCLUSION

Tripura Tourism has over a short span created substantial tourism infrastructure in this remote and landlocked region in spite of a lot of difficulties. The efforts are really commendable.

However, these efforts are not sufficient since the Department is largely dependent on the central assistance for the creation of this infrastructure. The state assistance is just very minimum, enough to cover a part of the capital cost and the recurring costs. The approach for the tourism development has also remained monotonous.

Tripura is fortunate to have natural beauty and cultural heritage as major assets for the tourism. The sites selected for the Tourist Facilities are also picturesque and deserve merit. However, that is not enough to attract large tourism and make the development sustainable.

The proposed Perspective Plan for the Tourism Development in Tripura takes into consideration all these facts and recommends new and innovative complementary concepts without too much of financial liabilities. Tripura Tourism will get a tremendous boost due to these innovative large projects, which have varied character and could attract tourists from varied interests. It is also possible to attract tourists to Tripura at multiple times because of these diverse activities and attractions. Wonderful nature, lush green hills, Heritage monuments and Temples, ethnic tribal music, dance and handicrafts and smiling faces of people will be there all the times as an interesting backdrop for the new proposals. This will make Tripura Tourism unique.

Tripura state, like the others in the Northeast Region, has to deal with various difficulties, infrastructure hurdles and socio-political problems. These are beyond the control of one single state. It will take sometime to resolve these issues, when tourism in the region will start growing. The Perspective Plan envisages this and attempts to make the Tourism Department act like a catalyst to augment the tourism potential of the state. Over the years, tourism will be a community activity in Tripura with the Tripura Tourism taking a role of the initiator and facilitator.

We feel confident that Tripura Tourism will bring in a colourful rainbow over Tripura in the near future.

## **APPENDICES**

## **APPENDIX – a**

### **GUIDELINES TO BE FOLLOWED BY STATE GOVTS / UTS FOR PREPARATION OF 20 YEARS PERSPECTIVE PLANS**

- i) A perspective plan with a time frame of 20 years needs to be developed for developing sustainable tourism giving year-wise phasing of investment having regard to the resources available. Department of Tourism shall provide Central financial assistance for this purpose subject to the maximum of Rs.20.00 lakhs.
- ii) The Plan should indicate short-term and long-term plans, targets and ground realities.
- iii) The Plan should indicate all activities to be undertaken by different agencies clearly indicating the time frame for each activity.
- iv) The Plan should be able to assess the existing tourism scenario in the State/Union Territory with respect to existing traffic levels and inventory of:
  - \* Natural resources;
  - \* Heritage and other socio-cultural assets;
  - \* Quantitative/demographic factors like population, employment, occupation, income levels etc.
  - \* Services and infrastructure already available.
- v) The Plan should review the status of existing development/investment plans of schemes for the development of tourism in the region.
- vi) The Plan should list and evaluate existing potential tourist destinations and centres and categorise them on the basis of inventory of attractions, infrastructure availability, degree of popularity, volume of traffic flow etc.
- vii) The Plan should analyse and categorise existing/potential destinations and centres, as a stand-alone destination, part of a circuit and/or as major attractions for special interests groups, etc.
- viii) The Plan should assess the existing infrastructure levels at identified destinations/centre in terms of quality of roads/transportation facilities, civic amenities, enroute transit facilities, boarding and lodging facilities etc.
- ix) The Plan should be able to broadly assess traffic flow to identified destinations & centres for assessment of infrastructure requirements taking into account past growth trends, suggested linkages and integration, future

expected developments including likely investments by the State and investment climate/incentive for the private sector, etc.

- x) The Plan should attempt and arrive at an indicative cost configuration of likely investment on infrastructure development under different heads and to prioritise investment needs by drawing up a phased investment plan covering the next 20 years.
- xi) The Plan should identify the existing as well as new tourism projects including projects for expansion/augmentation, up gradation of facilities and services destinations & centres, which have potential for development.
- xii) The Plan should undertake product conceptualisation cum feasibility exercise inter-alia for identified projects covering aspects like location evaluation, schematic product planning & conceptualisation including quantification of individual project parameters, assessment of overall investment levels and of project viability cum feasibility study exercises etc.
- xiii) The Plan should prepare an action plan for implementation of identified potential development schemes/projects/products and for development of infrastructure in conformity with the policy objectives & guidelines provided by the concerned state/central agencies/departments and the requirements of national development and funding agencies. The overall development plan to also take into accounts WTO's Bali declaration on tourism development.
- xiv) The Plan should include Project-wise potential for employment generation; a reasonable percentage of potential employment is to be reserved for women.
- xv) The Plan should indicate the actual and the projected number of domestic and foreign tourist arrivals for each proposed tourist place.
- xvi) Prioritise the scheme on the basis of employment potential of the project and the tourist arrivals at the proposed place.
- xvii) An inventory of existing infrastructure facilities (including paying guest facility) is to be made; after which, the proposed infrastructure needs to be split up into various segments concerning different State Government Departments, such as PWD, Forest, Culture, Handicrafts etc., and dovetailed with the Tourism Plans.
- xviii) Since the Perspective Plan would be used for external assistance, it would be desirable to suggest State tourism projects to foreign funding agencies for financial assistance; each project has to be properly scrutinised and finalised accordingly.
- xix) Other sources of funding such as loans from the Financial Institutions, the Tourism Finance Corporation of India (TFCI) etc., need to be explored. Besides, proper incentives need to be suggested for private sector participation.

- xx) Further the available institutional machinery in the State to oversee/coordinate the development of tourism infrastructure has to be specifically suggested.
- xxi) Facilities for performance by local artists; cultural troupes should be built into the perspective plan.
- xxii) Cultural complexes can be suggested with the financial help from the State Department of Culture and later made economically viable on pattern of Dilli Haat.
- xxiii) Handicraft shops should be suggested at various tourist places; these could be run by women.
- xxiv) Perspective plan should include potential developing health resorts at/near the tourist places. Yoga classes, nature cure facilities, ayurvedic system of medicines should be available at these places to attract tourists.
- xxv) Consultant preparing the perspective plan should be asked to give an executive summary of the plan along with the report.
- xxvi) The perspective plans should incorporate attractive packages/schemes to attract private sector investment.
- xxvii) It is necessary that the environmental issues are dealt with in sufficient details and environmental impact assessment studies made in respect of all new projects.
- xxviii) The perspective plans should include carrying capacity studies, instruments of spatial and land use planning, instruments of architectural controls for restoration of old properties and construction of new ones in old towns and cities, strategy for local community participation and protection of cultural identity, awareness programmes for local participation and local commitment to the project.
- xxix) Measures necessary for mitigating the adverse environmental impacts and rehabilitating the tourist places already environmentally damaged should be incorporated in the perspective plans.
- xxx) The perspective plan should include strategy for privatisation of the tourism related properties owned by the State and the State Tourism Corporation.

## APPENDIX – b

### QUESTIONNAIRE

#### QUESTIONNAIRE

NAME:

\_\_\_\_\_

DESIGNATION:

\_\_\_\_\_

OFFICE ADDRESS:

\_\_\_\_\_

\_\_\_\_\_

PHONE NO. \_\_\_\_\_ E-MAIL ADD: \_\_\_\_\_

#### **A Potential identification:**

1. Name 5 Places of Tourist Interest in your State

\_\_\_\_\_  
\_\_\_\_\_

2. Name 5 Places of Tourist Interest in your neighbouring States?

\_\_\_\_\_  
\_\_\_\_\_

3. How many places of the above have you visited?

\_\_\_\_\_  
\_\_\_\_\_

4. Categorise the above places under following heads:

Archaeological \_\_\_\_\_

Pilgrimage \_\_\_\_\_

Nature \_\_\_\_\_

Adventure \_\_\_\_\_

Leisure \_\_\_\_\_

Health \_\_\_\_\_

#### **B Information & publicity:**

5. How did you come to know of these places?

Newspaper \_\_\_\_\_ Television \_\_\_\_\_ Internet \_\_\_\_\_

Travel Agent \_\_\_\_\_ Relatives \_\_\_\_\_ Tourism Office \_\_\_\_\_

6. Where did you get detailed information regarding the above places?

Travel Agent \_\_\_\_\_ Relatives \_\_\_\_\_ Tourism Office \_\_\_\_\_

7. Do you think the information available was enough? If not, what was lacking?

---

8. Which festival/cultural programme is arranged by Dept. of Tourism?

---

9. Did you go on a tour through Travel Agent? If yes, give the name

---

10. Were the services offered by the Travel Agent satisfactory?

---

**C Accessibility:**

11. How will you rate these tourist places on the basis of their road / railway / airways linkages?

Good \_\_\_\_\_ Average \_\_\_\_\_ Bad \_\_\_\_\_

12. Rate the quality of vehicles / mode of transport available:

Good \_\_\_\_\_ Average \_\_\_\_\_ Bad \_\_\_\_\_

13. Did you experience any hazard disrupting your travel? If yes, which?

---

---

14. Did you have to complete any entry formalities? If yes, how many days did it require for processing?

---

15. Did you travel by any vehicle of the Dept. of Tourism?

---

**D Services:**

16. Which of the following facilities was available en-route to your tourist destination?

Toilet \_\_\_\_\_ Food \_\_\_\_\_ Phone \_\_\_\_\_ Medicines \_\_\_\_\_

17. How do you rate the quality?

Good \_\_\_\_\_ Average \_\_\_\_\_ Poor \_\_\_\_\_

18. At which place did you utilise transit accommodation during your travel?

---

---

19. Did you find any difficulties for Senior Citizens or Physically Handicapped persons during travel? If yes, elaborate.

---

---

20. Were tourist guide services and on site tourist information available?

\_\_\_\_\_

**E Hospitality:**

21. Where did you stay during your travel / tour?

Pvt. hotels \_\_\_\_\_ Dept. of Tourism hotels \_\_\_\_\_ Relatives & friends \_\_\_\_\_

22. How was the quality of facilities available?

Good \_\_\_\_\_ Average\_\_ Poor \_\_\_\_\_

23. How was the service?

Good \_\_\_\_\_ Average\_\_ Poor \_\_\_\_\_

24. Where did you prefer to eat during your stay?

At lodging facility \_\_\_\_\_ outside eateries/restaurants \_\_\_\_\_

25. What type of food did you prefer?

Local food \_\_\_\_\_ traditional food \_\_\_\_\_

26. How was the quality of food?

Good \_\_\_\_\_ Satisfactory \_\_\_\_\_ Poor \_\_\_\_\_

27. Was generator facility available in case of electricity/power failure?

\_\_\_\_\_

28. Did you participate in any food festival? If yes, elaborate.

\_\_\_\_\_

29. Were first aid/medical facilities available at the facilities?

Yes \_\_\_\_\_ No \_\_\_\_\_ Not aware \_\_\_\_\_

30. Were recreation facilities available for children?

\_\_\_\_\_

**F Security:**

31. Did you feel insecure during your travel or destination?

\_\_\_\_\_

32. Did you have to go through security checks? If yes, where?

\_\_\_\_\_

33. Have you experienced any theft or robbery?

\_\_\_\_\_

34. How do you find nature of security at the tourist place?  
Good \_\_\_\_\_ Average \_\_\_\_\_ Poor \_\_\_\_\_

35. Did you see any police station or police outpost in the vicinity of tourist destination?  
\_\_\_\_\_

**G Recreation:**

36. Did you participate in any festival organised by the Tourism Dept. or local people?  
\_\_\_\_\_

37. What was the quality of the festival?  
Good \_\_\_\_\_ Average \_\_\_\_\_ Poor \_\_\_\_\_

**H Souvenir & Gifts:**

38. Did you carry any souvenirs with you? What type?  
\_\_\_\_\_

39. Did you visit any State Emporium to see or buy traditional crafts?  
\_\_\_\_\_

**I Sustainability:**

40. Will you visit the state again?  
\_\_\_\_\_

41. Will you recommend the visited tourist destinations to the others?  
\_\_\_\_\_

42. Rate your tour expenses as:  
Inexpensive \_\_\_\_\_ moderate \_\_\_\_\_ very expensive \_\_\_\_\_

43. Did you experience any difficulties for children, women, senior citizens, and handicapped persons? If yes, elaborate:  
\_\_\_\_\_  
\_\_\_\_\_

**J Environment:**

44. Did you visit any National Park or Sanctuary?  
\_\_\_\_\_

45. Did you experience use of solar energy or any alternate energy sources in your travel/tour?

---

46. How was the garbage / sewage disposal systems at various tourist destinations?

Poor----- Average-----Good-----

**K Finance:**

47. Did you carry Credit Card, Travellers Cheques, cash for expenditure?

---

48. Were ATM easily available? Did you avail of this service?

---

49. Did you travel on LTC facility?

---

50. Did you acquire a holiday loan for travel? If yes, which bank?

---

50. Did you closely interact with local people?

---

51. Did you have any language problem? If yes, which area?

---

52. What is your preference for tourist destination?

Archaeological \_\_\_\_\_ Pilgrimage \_\_\_\_\_ Nature \_\_\_\_\_

Adventure \_\_\_\_\_ Leisure \_\_\_\_\_ Health \_\_\_\_\_

53. What is your approx. annual budget per person for travel?

Up to Rs. 10,000/----- up to Rs. 50,000/----- above Rs. 50,000/-----

## APPENDIX – c

### FORMAT FOR INTERVIEWS

## FORMAT FOR INTERVIEWS

The questions will be pertaining to following topics:

	EXISTING	PROPOSED
1	Potential identification	
2	Information & publicity	
3	Accessibility	
4	Services	
5	Hospitality	
6	Security	
7	Recreation	
8	Souvenir & Gift generation	
9	Sustainability	
10	Employment generation	
11	Environment friendly measures or Eco-tourism practices	
12.	Human resources and public relations	

### Potential identification

1. What are the criteria for identifying places etc as tourist destinations?
2. Are these destinations classified under various categories? If yes, which?
3. Are these destinations classified in conjunction with the Property owners, e.g. Forest Department, ASI, etc.?
4. Are privately owned properties identified as tourist destinations?
5. Are the various tourist destinations scrutinized to de-list/upgrade their listing?
6. How many tourist destinations are added every year?
7. Are any projects undertaken to develop them as tourist destinations?

### Information & publicity

1. What kind of information is given regarding the tourist destinations?
2. Which information media is preferred?
3. Are different types of media used for various tourist destinations? If yes, how are they categorized?
4. Is there a separate cell for tourism information? If yes,
  - i) What is the structure of the group?
  - ii) Is the job privatized and given on consultancy basis?
  - iii) How is the efficiency / out put of the group quantified?
  - iv) Are the cells operative in major Indian cities?

5. Any special steps taken to utilize the information technology?
6. At what intervals/frequency is the information updated?
7. Any measures taken to receive feed back from tourist / clients with regards to information given?
8. Any regular events / festivals undertaken by the departments for publicity?
9. Any personalities associated with the publicity campaign?
10. Any regular international fairs / festivals participated in, for publicity?
11. Any promotional awards/ incentives associated with tourism publicity?
12. Any negative features perceived in existing tourism information and publicity?
13. Are there any statistics / data available as regards to the number, composition, age group and various other details of tourist already visited the destinations?
14. Are there any studies undertaken or projections made as regard to future expected tourist?
15. Are there any studies undertaken or data available as regard to potential international tourist or elitist tourist?
16. Which allied government departments or other private sectors promote state tourism?
17. Are there any collaborations with banks / financial institutions to provide for holiday loans to promote state tourism?
18. Are there any identified / short listed tour and travel agents to promote state tourism?
19. Is the Youth Hostel Associations functional and active in the state?
20. Are school, colleges and universities involved in state tourism and its promotions?
21. What is the number of the international visitors to the state? Is their any data available regarding their purpose of visit?
22. Do Foreign Nationals visit for the purpose of trade / medical facilities / pilgrimage / immigration / family ties?

## **Accessibility**

1. Are all the tourist destinations accessible by good transport links?
2. Are all tourist destinations linked with minimum 2 transportation links?
3. How many destinations are, air linked?
4. Are any of the links disrupted / closed due to natural reasons such as rain, floods etc?
5. To how many destinations is the railway linked?
6. What percentage of roads connected to various tourist destinations can be classified as good roads?
7. Any major cases of road, rail, air, mishaps in the last 5 years, carrying tourist?
8. Any major cases of robbery, dacoity in the last 5 years, with regards to tourist?
9. Do visiting tourists have to complete any entry formalities? Are these relaxed in any special cases?
10. How many days does it require for processing tourist visas?
11. Are nationals from any country, restricted from entering the state?
12. Does the department of tourism own any vehicles, purely for tourism transportation?

## **Services**

1. What kinds of public utility services are available en-route to various tourist destinations?
2. What is the maximum distance travelled to reach any tourist destinations?
3. Do all PCO's have STD, ISD, FAX and Internet facility?
4. What is the maximum capacity of public toilets provided?
5. Are these toilets self-sustainable or funded by the Government?
6. Do eating facilities serve both vegetarian and non-vegetarian food items?
7. Are there fast food counters en-route to major tourist destinations?
8. The Major amenities are provided and maintained by which department?
9. Do the airports have overnight staying facilities?
10. Do major airports and railway stations have booking facilities for stay and further travel?
11. Are there any privately owned (owned by trustees, NGO's etc.) public amenities?
12. How many privately owned and Government recognized eateries are in function along the tourist roads?
13. Is there Government Control over the quality of food served by the private eateries?
14. How many first air centres, health clinics by government are available, enroute to major tourist destinations?
15. What is the source of drinking water in government owned eateries, fast food centres, hotels etc.
16. Is there any control over the quality of bottled water/soft drinks available?
17. Are the various facilities/amenities planned by the department are barrier free?

## **Hospitality**

1. Is lodging and boarding (L & B) facilities are available at every tourist destinations? If no, for what percentage is available?
2. Are there any star category facilities available?
3. Apart from the Government, which major private organizations provides for these facilities?
4. What is the general occupancy rate in government owned facilities during peak and off-season?
5. What is the general occupancy rate in private owned facilities during peak and off-season?
6. Is paying guest facilities available with local persons, near the tourist destinations?
7. Does every lodging facility have a restaurant?
8. Is both vegetarian and non-vegetarian food served in these hotels?
9. Are the L & B facilities self-sustainable or funded by the Government?
10. What is the minimum staff employed at a L & B facility?
11. Is the water, electricity and other amenities provided by the Government at free / subsidized / general costs?
12. Who takes care of the maintenance of the L & B facilities? And what are the monthly costs?

13. Do all the L & B facilities have first aid and trained personnel to administer first aid with it?
14. Do all the L & B facilities have television sets?
15. What kind of cuisine is available at the L & B facilities?
16. Are any food festivals planned for tourism promotion?
17. Are any tourist destinations planned entirely on the basis of variety of food available?
18. What the criteria for identifying locations for setting up new L & B facilities?

## **Security**

1. Does the state required to provide security to visiting tourist? If yes, are the tourists aware of these facilities before embarking on the tour?
2. Any known data of insurgency against visiting tourist?
3. Any known communal out bursts against visiting pilgrims?
4. Any known cases of robbery, kidnap, murder against visiting tourist?
5. What is the gender wise distribution amongst the tourist?
6. Do groups of senior citizens, women and school children travel independently for tourism?
7. Do General Physicians prescribe any kind of vaccinations/medicines before coming to the state?
8. Do insurance companies provide for any special schemes etc. for state travel?
9. How many types of various security forces are actively present in the state?
10. Do the Indian tourist have any travel restrictions imposed by the Government for security purposes?
11. Do Foreign Nationals have any travel restrictions imposed by the Government for security purposes?
12. Do Foreign Nationals have any special permits, relaxation of rules as regards to consumption alcohol etc.?
13. Any specific reasons for which tourist visas are denied to Foreign Nationals?

## **Recreation**

1. What kind of active recreation is available in the urban areas / rural areas in the state?
2. What kind of passive recreation is available in the urban areas / rural areas in the state?
3. Is any recreational activity sold as a part of package tour?
4. Is any recreational activity promoted as state tourism?
5. Does state tourism sponsor the state sports or sportsperson?
6. Does the state tourism promote any cultural activity?
7. What is the role of Indian Cinema and Theatre in passive recreation?
8. Is a popular Hindi film or local theatre a part of a package tour?
9. Are any recreation facilities provided in the campus of the L & B facilities?
10. Are any tourist destinations planned entirely as relaxation and recreational destinations?
11. Do any recreation activities within the state promote/generate tourism?

## **Souvenir & Gift generation**

1. Does the tourism department have any parting gift / memorabilia for its tourists?
2. Does every L & B have a gift / souvenir shop?
3. Are the state emporiums self-sustainable?
4. Does the state promote any particular activity, art or handicraft through tourism?
5. Does the state have any events, festivals, and fairs for foreign nationals to purchase duty free goods?
6. What percentage of perishable items is purchased by tourist?

## **Sustainability**

1. Do all the facilities provided by the state tourism department are self-sustainable?
2. What percentage of help / subsidy provided by the Central Government for sustainability?
3. What revenue generative activities are undertaken by the department?
4. Which is the most unfeasible aspect of tourism development and management?
5. Which is the lowest revenue generating activity of the tourism department?
6. Which is the highest revenue generating activity of the tourism department?
7. Are any tourism project privatised to make them sustainable?
8. Are there any programs / courses / workshops for the officers and staff to make the projects sustainable and improve efficiency?
9. Are any planning and designing measures adopted while constructing the L & B facilities so as to make them self sustainable?
10. Are there any schemes to involve the staff in the profit or loss of the project?
11. Are there any project on the basis of Build, Operate and Transfer (BOT) basis?
12. Have any private parities, organizations shown interest in resort / L & B management?
13. Is the management of any tourist destinations looked after by other government department or any other agency such as Army etc.?
14. Is the monthly remuneration of the staff linked to their performance?
15. Does the department have any management plans for its various assets?
16. Can you suggest any two majors that can help the existing tourism activities become self-sustainable?

## **Employment generation**

1. What is the number of persons directly employed by the department of tourism?
2. What is the number of persons indirectly employed by the department of tourism?
3. Are any NGO's / voluntary organizations supported by the department of tourism?
4. What is the rate of unemployment in neighboring areas of tourist destinations?
5. Are any village groups / committees directly involved in tourism activities?

6. What is the percentage of women employment, direct and indirect, in the department of tourism?
7. Can you suggest any two tourism related activities that can help in local employment generation?

### **Environment friendly measures or Eco-tourism practices**

1. Do the L & B facilities or any other projects of the tourism department utilize alternate sources of energy? If yes, which?
2. Does the department of tourism promote any awareness, research activity in utilization of alternate sources of energy?
3. Do any projects carry out any recycling process?
4. What amount of waste is generated by the various facilities / amenities of the tourism department and how it is taken care of?
5. Does the department have any project planned on the concept, eco-tourism?
6. What kind of subsidies / incentives are offered by the state government for promoting and utilizing alternate sources of energy?
7. Are there any environment friendly regulations followed by the department while developing various amenities?
8. Can you name any two activities, which can be termed as environment friendly or energy saving practices?

### **Human resources and public relations**

1. Do the existing staff members of the tourism department have formal training in travel and tourism?
2. Are there any training programs/workshops for staff from non-tourism background?
3. Is there any budgetary provision for staff training?
4. What are the criteria for selection, promotion and transfer of tourism personnel?
5. Have the tourist in the past had any grievances against services offered by the department staff?
6. Do any tourism staff participate in national and international tourism related fairs, events, seminar, conferences etc.?

## **APPENDIX – d**

### **GENERAL INFORMATION – TRIPURA**

1. **LOCATION:**  
Approximately lies between 22° 56' N and 24° 32' N latitudes and between the longitudes 91° 09' E and 92° 20' E
2. **AREA:**  
10, 491.69 Sq. Km., Extreme length – 183.5 Km., Extreme width – 112.7 Km.
3. **POPULATION:**  
31, 91 168 (According to 2001 census)  
Schedule tribe (1991 census): 8, 53, 345
4. **DENSITY OF POPULATION:**  
304 persons per Sq. Km.
5. **LITERACY RATE:**  
Total – 73.66 %  
Male – 81.47 %  
Female – 65.41 %
6. **TRIBES:**  
Tripuris, Riangs, Jamatias, Chakmas, Halams, Maghs, Noatias, Kukis etc.
7. **CAPITAL:**  
Agartala (Alt. 12.80 M.)
8. **DISTRICTS:**  
North Tripura, West Tripura, South Tripura, Dhalai
9. **CLIMATE:**  
Summer (June – September) – Mean Max. : 36.8° C, Mean Min.: 21.4°C,  
Winter (October – February) – Mean Max. : 27° C, Mean Min.: 7° C  
Mean Relative Humidity: 70 % to 85 %
10. **AVERAGE RAINFALL:**  
2479 mm (June to August)
11. **BEST SEASON:**  
September to March
12. **MAIN RIVERS:**  
Longai, Juri, Deo, Manu, Dhalai, Khowai, Gomati, Haora, Madhuri, Feni

13. HILL RANGES:

Jampui, Sakhan, Longthrai, Atharamura, Baramura, Devatamura, Sardeng

14. HIGHEST PEAK:

Betlingshib in Jampui Hills (Approx. 992 M. above sea level)

15. LANGUAGES:

Bengali, Kok Borok, Manipuri, English, Hindi

16. RELIGIONS:

Hinduism, Islam, Buddhism, Christianity

**APPENDIX – e****PROJECTS SACTIONED BY THE MINISTRY OF TOURISM,  
GOVERNMENT OF INDIA FOR TRIPURA**

Year	Total No. of Projects	Total Project Cost	Central Govt. Share	State Govt. Share
1998 – 1999	11	268.58 Lakhs	178.28 Lakhs	90.32 Lakhs
1999 – 2000	7	507.46 Lakhs	340.66 Lakhs	166.80 Lakhs
2000 – 2001	12	590.72 Lakhs	340.66 Lakhs	258.37 Lakhs
2001 – 2002 (Prioritised)	21	734.30 Lakhs	514.00 Lakhs	220.30 Lakhs

**APPENDIX – f**

**PROJECTS FOR RE-PRIORITISATION FOR YEAR 2002-2003**

Sr. No.	Name of the Project	Total Cost of the Projects in lakhs		
		Central	State	Total
1	Tourist Cottage at Manu Bankul	Rs. 24.00	7.20	31.20
2	Wayside Amenities at Manubazar	Rs. 16.02	5.01	21.03
3	Setting up of Cafeteria at :			
	i) Mungiabari	Rs. 7.99	3.11	11.10
	ii) Manubazar	Rs. 8.10	3.40	11.50
	iii) Ambassa	Rs. 7.99	3.11	11.10
	iv) Manughat	Rs. 7.99	3.11	11.10
4	Integrated development of historical sites and Palace and Bhuvaneshwari temple compound at Udaipur	Rs. 54.34	16.52	70.86
5.	Construction of Tourist Lodge at Khumulwng	Rs. 24.12	10.35	34.47
6.	Yatri Niwas at Kanchanpur	Rs. 24.06	10.02	34.08
7.	Tourist Cottage at Longthari	Rs. 24.06	9.79	33.85
8.	Development and landscaping at Dimatali, Bozanagar	Rs. 8.14	3.36	11.50
9.	Construction of Eco-Park at M.B.B. College, Tilla	Rs. 64.00	27.50	91.50
10.	Setting up of 3 Jet Fountain at Ujjayanta Palace lake and 14 Gods temple complex lake	Rs. 24.00	7.38	31.38
11.	Development of Benuvan Bihar, Agartala	Rs. 16.30	6.90	23.20
12.	Construction of Sulabh Toilet at :			
	i) Julaibari	Rs. 8.00	3.47	11.47
	ii) Khowai	Rs. 8.00	3.47	11.47
	iii) Churaibari	Rs. 8.00	3.47	11.47
	iv) Kanchanpur	Rs. 8.00	3.47	11.47
13.	Publication in Print and Electronic media on Tourism	Rs. 10.00	10.00	20.00
14.	Tourist Information Counter and Tourist-cum-Facilitation Centre at Dharamanagar Railway Station and Akhaura Indo-Bangladesh Check Post.	Rs. 24.01	10.04	34.05
15.	Setting up of Passenger Oriented Wayside Amenities at Ambassa	Rs. 16.02	5.01	21.03
16.	Setting up of Cafeteria at :			
	i) Bagabassa	Rs. 9.99	3.09	13.08
	ii) Kailashahar	Rs. 10.02	4.05	14.07

**APPENDIX – g****TOURIST ACCOMMODATION PROVIDED BY  
DICAT, TRIPURA**

<b>NO</b>	<b>NAME OF ACCOMMODATION</b>	<b>CAPACITY</b>	<b>PHONE NO.</b>
1	Sagarmahal Tourist Lodge, Melaghar, Sonamura	44 bedded	0381-64418
2	Raima Tourist Lodge, Jatanbari, Amarpur	16 bedded	03824-38252
3	Eden Tourist Lodge, Vangmun, Jampui, hill	20 bedded	03824-31921
4	Uttarmegh Tourist Lodge, Halflongcherra, Dharamnagar	24 bedded	03824-61570
5	“Matabari” Pantha Niwas, Near Tripureswari temple, Udaipur	6 bedded	
6	Uttarayan Pantha Niwas, Near Railway station, Kumarghat	12 bedded	
7	Rajarshi Yatri Niwas, Agartala	49 bedded	201034
8	Saheed Bhagat Singh Youth Hostel, Agartala	32 bedded	
9	Gomati Yatri Niwas, Udaipur	24 bedded	03821-23478
10	Pilak Wayside Amenity at Bagafa	6 bedded	
11	“Prantik” Wayside Amenity at Panisagar	12 bedded	
12	Zodai Tourist Bunglow, Phuldangshei, Jampui Hill	6 bedded	
13	Comilla View Tourist Lodge, Kamalsagar	26 bedded	0381 – 400014
14	Haveli Yatrika at Old Agartala, Khayerpur	8 bedded	
15	Dakshinayan Tourist Lodge, Subroom	10 bedded	

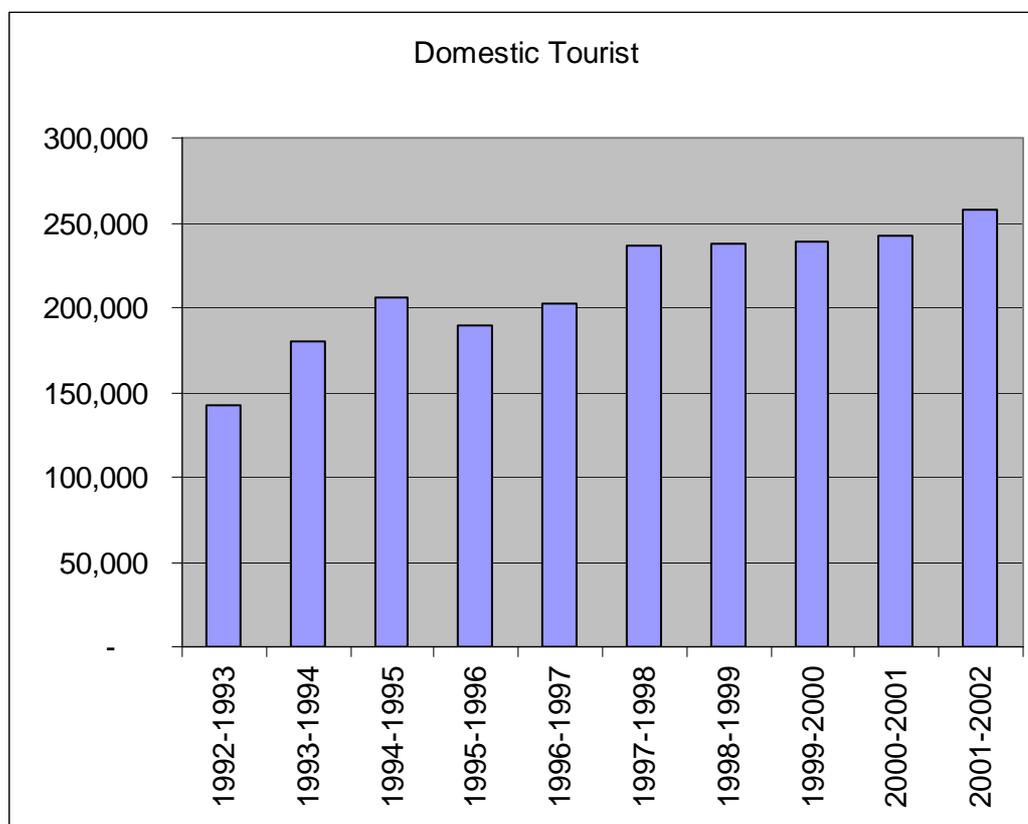
**APPENDIX – h****PRIVATE TOURIST FACILITIES**Private Hotels in Agartala with tariffs

<b>Name of the Hotel</b>	<b>Single</b>	<b>Double</b>
<b>Hotel Radha International</b>		
54, Central Road, Agartala	Rs. 198 to 385/-	Rs. 275 to 495/-
Phone : 384530/2625		
<b>Hotel Rajdhani</b>		
B.K. Road, Agartala	Rs. 190 to 450/-	Rs. 290 to 900/-
Phone : 223387 / 6312		
<b>Royal Guest House</b>		
Palace Compound, Agartala	Rs. 165 to 440/-	Rs. 440 to 1,100/-
Phone : 225652/5939		
<b>Hotel Haven</b>		
H.G.B. Road, Agartala	Rs. 160 to 320/-	Rs. 240 to 450/
Phone : 380111/3159		
<b>Hotel Minakshi</b>		
Hawkers Corner Road, Agartala	Rs. 100 to 140/-	Rs. 160 to 250/-
Phone : 383430/5810		
<b>Hotel Amber</b>		
13, Sakuntala Road	Rs. 99 to 150/-	Rs. 150 to 250/-
Phone : 383587/		
<b>Tripura Guest House</b>		
Mantri Bari Road, Agartala	Rs. 100/-	Rs. 175 to 250/-
Phone : 327994/6529		
<b>Deep Guest House</b>		
L.N. Bari Road, Agartala	Rs. 130/-	Rs. 200/-
Phone 204718		
<b>Hotel Star</b>		
N.S. Road, Agartala	Rs. 187 to 385/-	Rs. 275 to 935/-
Phone 203661		
<b>Hotel Executive Inn</b>		
Post Office Chowmuhani, Agartala	Rs. 220 to 350/-	Rs. 330 to 550/-
Phone 325047		
<b>Rajarshi (Badshah Hotel &amp; Resorts)</b>		
Phone 201034	Rs. 300 to 400/-	Rs. 300 to 1,000/-
<b>Hotel Welcome Palace</b>		
H.G.B. Road Post Office, Chowmohani	Rs. 200 to 500/-	Rs. 600 to 990/-
Phone : 384940		

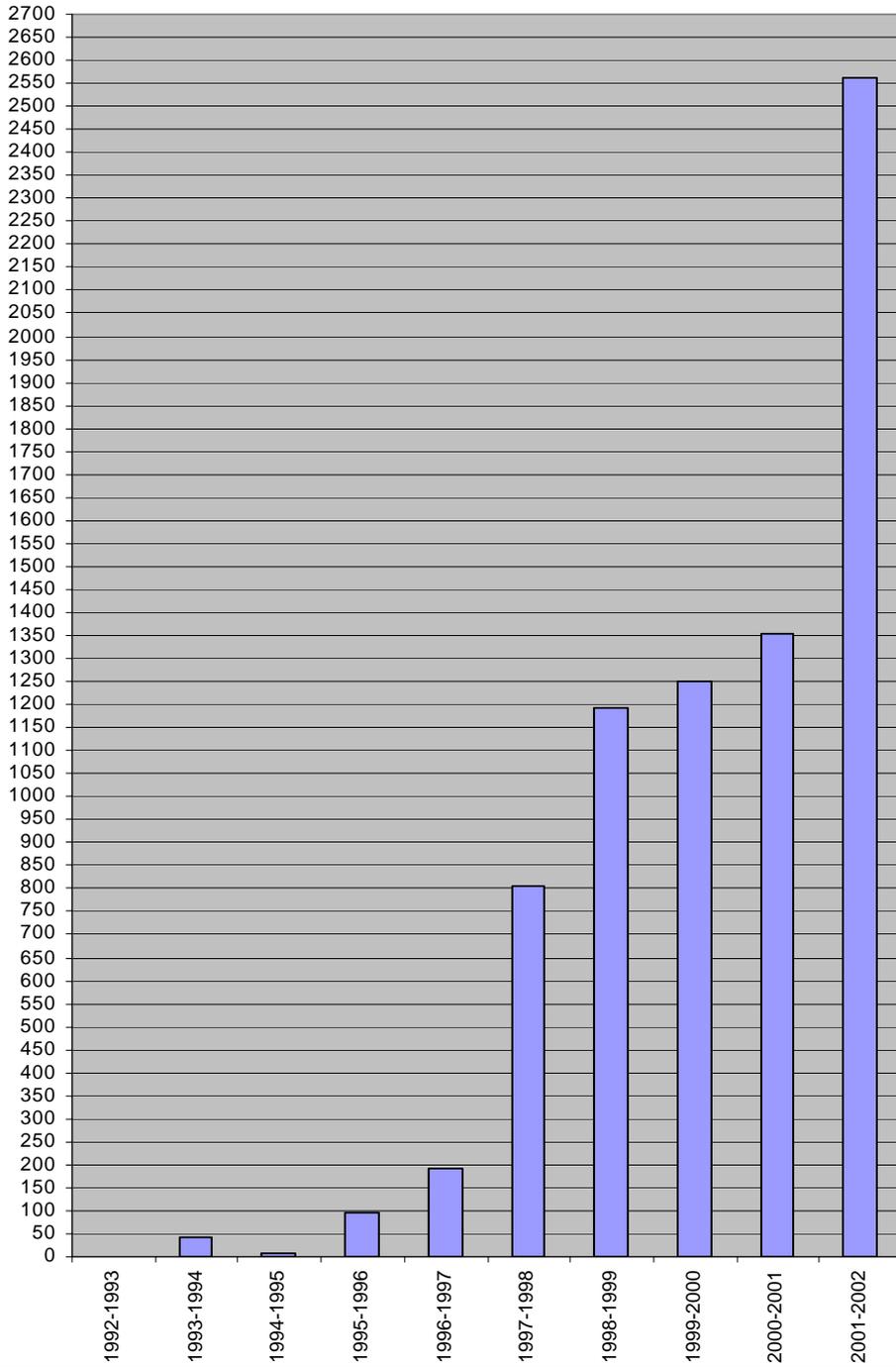
**APPENDIX – i**

**TOURIST STATISTICS & REVENUE COLLECTED - Tripura  
1992 – 1993 TO 2001 – 2002**

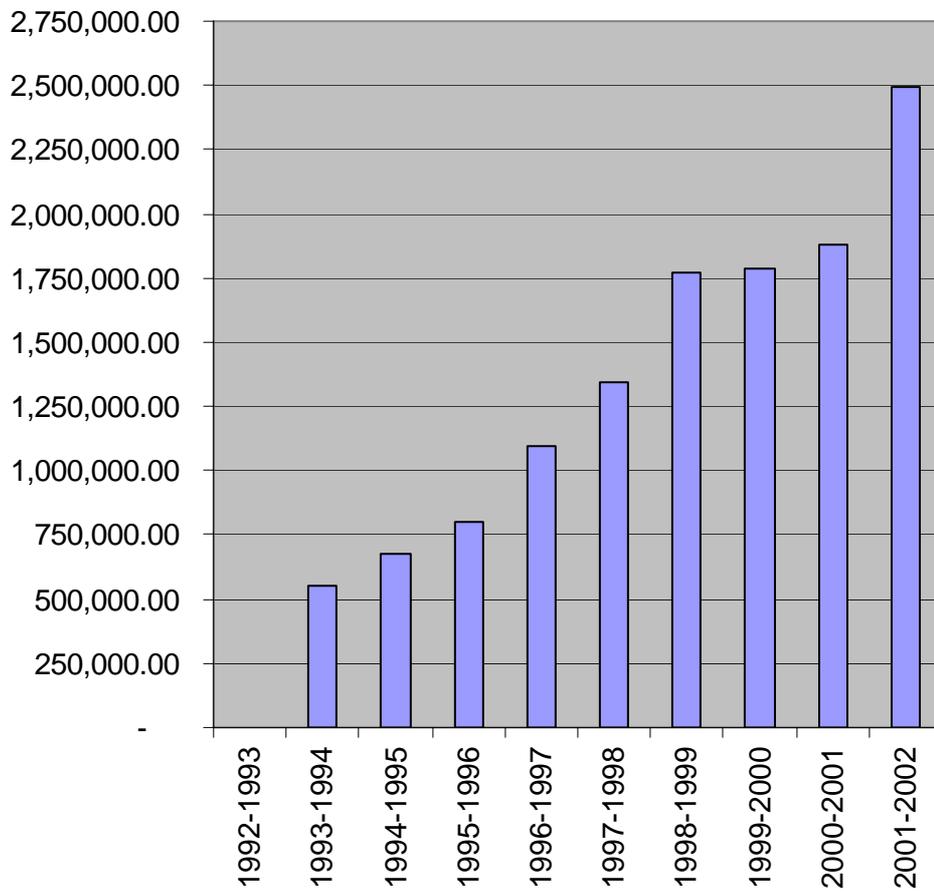
Year	Nos. of Tourist Visited Approx.		Revenue
	Domestic	Foreign	
1	2	3	4
1992-1993	1,42,089	--	Rs. 3,73,396.00
1993-1994	1,80,135	44	Rs. 5,49,205.00
1994-1995	2,05,435	08	Rs. 6,74,102.00
1995-1996	1,89,251	96	Rs. 8,03,173.00
1996-1997	2,02,659	192	Rs. 10,96,721.00
1997-1998	2,36,119	806	Rs. 13,45,604.00
1998-1999	2,37,804	1194	Rs. 17,74,958.00
1999-2000	2,38,998	1250	Rs. 17,86,765.00
2000-2001	2,42,036	1353	Rs. 18,80,473.00
2001-2002	2,57,898	2562	Rs. 24,90,003.00



### Foreign Tourist



## Total Revenue



**APPENDIX – j**

**STATUS OF THE EXISTING FACILITIES OF THE TOURISM DEPARTMENT - Tripura**

S.No.	Location & Number of Beds	Set up on	Cost (in lakhs)	Occupancy & Revenue Earned		
				E	F	G
A	B	C	D	1999-2000	2000-01	2001-2002
1	Eaden Tourist Lodge, Vanghumun <b>25 Beds</b>	8 May 1993	Rs. 46.67	157 Rs.0,10,724	167 Rs.010,351	402 Rs.035,535
2	Zodai Tourist Bungalow, Phuldangsei <b>06 Beds</b>	29 May 2001	Rs. 05.01	--	---	28 Rs.0.2330 (Upto Feb 2002)
3	Uttarmegh Tourist Lodge HalflongCherra <b>24 Beds</b>	11 August 1993	Rs. 31.03	222 Rs.012,261	247 Rs.0,15,000	370 Rs.0,24,363 (Upto Feb 2002)
4.	Uttarayan Pantha Niwas, Pabiacherra <b>12 Beds</b>	09 Oct. 1991	Rs. 10.14	1644 Rs.0,65,781	991 Rs.0,40,100	14.01 Rs.0,61,325 (Upto Feb. 2002)
5	Prantik Pantha Niwas, Panisagar <b>09 Beds</b>	01 Nov. 1997	Rs.11.86	---	204 Rs.0,10,128	530 Rs.0,29,820 (Upto Feb. 2002)
6	Ambassa Pantha Niwas, Ambassa <b>09 Beds</b>	01 April 1996	Rs. 12.83	---	---	Occupied by D.M.Dhalai
7	Meghdut Tourist Lodge, Lembucherra <b>20 Beds</b>	01 June 1998	Rs.36.59	---	Rs.4,20,358	Occupied by Home Dept.
8	Agartala Tourist Lodge, Agartala <b>24 Beds</b>	02 July 1982	Rs. 13.11	Rs.0,17,520	---	Occupied by TTADC
9	Rajorshi Yatri Niwas, Agartala <b>49 Beds</b>	02 July 1982	Rs. 69.90	Rs.0.8,04,012	Rs.5,36,008	Rs.0,6,70,010 (leased out) Up to Sep. 02
10	Yatrika, Agartala <b>30 Beds</b>	01, Dec 1998	Rs. 24.14			

11	Comilla View Tourist Lodge, Kamala Sagar <b>24 Beds</b>	26 May 2001	Rs. 71.00	---	---	1014 Rs.0.74,156 Upto Sep.02
12	Sagarmahal Tourist Lodge, Melaghar <b>44 Beds</b>	19 January 1990	Rs. 48.11	3338 Rs.1,95,245	3068 Rs.1,80,820	4074 3,12,328 Up to Feb, 02
13	Gomoti Yatri Niwas, Udaipur <b>44 Beds</b>	16 April 2001	Rs. 115.48	---	---	1911 Rs.1,21,830 Upto Feb, 02
14	Kalyan Sagar Pantha Niwas, Matabari <b>06 Beds</b>	05 Nov. 1991	Rs. 06.17	342 Rs.0.16,780	276 Rs.0.13,320	226 Rs.0.11,623 + 0.18,000 (Leased out rooms)
15	Raima Tourist Lodge, Jatanbari <b>16 Beds</b>	22 Dec. 1991	Rs. 24.80	88 Rs.0.5160	137 Rs.0.8130	209 Rs.0.13,954 (Partly occupied by CRPF)
16	Pilak Pantha Niwas, Bagafa <b>06 Beds</b>	27 Sept 1997	Rs. 09.39	78 Rs.0.3825	36 Rs.0.2800	165 Rs.0.10,608
17	Haveli Yatrika 14, Goddess Complex, Old Agartala <b>08 Beds</b>	20 June 2001	Rs. 30.81	--	--	---
18	Dakshinayan Tourist Lodge, Sabroom <b>10 Beds</b>	29 June 2001	Rs. 44.27	--	--	289 Rs. 25,402 (Upto Feb. 2002)

**APPENDIX – k**

**FACILITIES UNDER CONSTRUCTION - Tripura**

Sl.	Location & Estimated Cost	Agency for Construction	Present Status and Target date of Completion	Amount Spent & Revised cost (Rs. In Lakh)	Source of fund	
					Central	State
A	B	C	D	E	F	G
1	Passenger Wayside Amenity, Kumarghat (1992-93) <b>Rs. 51.32</b>	CPWD	Not yet completed By May 2002	Rs. 40.40 Rs. 51.32	Rs. 27.75	Rs. 23.57
2	Economy Accommodation, Matabari (1997-98) <b>Rs. 68.05</b>	Tripura Housing Board	Completed but can't be commissioned, as land in dispute	Rs. 30.24 Rs. 50.00	Rs. 34.00	16.00
3	Tourist Lodge, Gandacherra (1992-93) <b>Rs. 25.34</b>	PWD	90% work completed By June 2002	Rs. 17.00 Rs. 35.00	Rs.17.02	Rs.17.98
4.	Tourist Bungalow, Ambassa (1997-98) <b>Rs.45.35</b>	Agri. Engg. Cell	40% Work completed By Sept 02	Rs. 9.00 Rs. 45.35	Rs. 30.00	Rs. 15.35
5	Tourist Cottage at Pilak (1999-2000) <b>Rs. 43.11</b>	Agri. Engg. Cell	20% Work completed By Dec 02	Rs. 8.13 Rs. 43.11	Rs. 27.10	Rs. 16.01
6	Refurbishment of Monuments / Tourist Lodge Phuldanshi (1999-2000) <b>Rs. 40.11</b>	Agri. Engg. Cell	50% Work completed By Sept 02	Rs. 8.00 Rs. 26.32	Rs. 26.32	State Share not needed
7	Tourist Lodge at Kailashahar (2000-2001) <b>Rs. 189.29</b>	Agri. Engg. Cell	Only 10% work done, But 20% Payment made	Rs. 23.50 Rs. 135.00	Rs. 95.00	Rs. 40.00
8	Cafeteria Bishramganj (1998-1999) <b>Rs. 22.90</b>	Agri. Engg. Cell	80% Work done, but there is a problem with Design	Rs. 4.50 Rs. 18.80	Rs. 14.50	Rs. 4.3.00
9	Sulabh Toilet at Kamala Sagar (1997-1998) <b>Rs. 5.17</b>	Sulabh International	Complete Commissioning By April 02	Rs. 4.59 Rs. 5.17	Rs. 5.17	---
10	Sulabh Toilet at Bishramganj (1998-1999) <b>Rs. 9.15</b>	- Do -	40% Work done By Dec. 02	Rs. 2.00 Rs. 7.00	Rs. 7.00	---

11	Santibazar Sulabh Toilet (1998-99) <b>Rs. 9.15</b>	- Do -	Complete Commissioning By April 02	Rs. 2.00 Rs. 7.00	Rs. 7.00	---
12	Referbishment of Swet Mahal (1999-00) <b>Rs. 57.70</b>	Agri. Engg. Cell	60% work done By April 02	Rs. 11.52 Rs. 57.70	Rs. 38.46	Rs. 19.24
13	Referbishment of Neermahal Palace (1994-95) <b>Rs. 34.84</b>	NPCC Agri. Engg. Cell	NPCC part complete Other part incomplete	Rs. 30.29 Rs. 34.84	Rs. 32.55	Rs. 2.29
14	SEL at Neermahal (1998-99) <b>Rs. 99.00</b>	Philips India	50% work done Sept. 02	Rs. 46.89 Rs. 105.00	Rs. 63.71	Rs. 41.29
15.	Heritage Village at Bagabasa (1999-2000) <b>Rs. 44.25</b>	Agri. Engg. Cell	70% work done but not as originally envisaged. Not before March 03	Rs. 33.00 Rs. 135.135	Rs. 95.00	Rs. 40.135
16.	Tourist Resort Khowra Lake with Water Sports facilities (1999-2000) <b>Rs. 135.135</b>	Agri. Engg. Cell	25% work Progress unsatisfactory	Rs. 33.00 Rs. 135.135	95.00	Rs. 40.135
17	Development of Unokoti (1999-2000) <b>Rs. 72.08</b>	Agri. Engg. Cell	About 40% work done BO(T) to find out details	Rs. 15.00 Rs. 72.08	Rs. 50.00	Rs. 22.08
18	Development of Mahamuni as a Tourist Spot (1999-2000) <b>Rs. 115.135</b>	Agri. Engg. Cell	About 20% work done BO(T) to find out details	Rs. 22.16 Rs. 115.135	Rs. 73.88	Rs. 41.255
19	Cafeteria at Pilak (1994-95) <b>Rs. 8.49</b>	PWD	Completed one-year back. Could not be commissioned	Rs. 3.76 Rs. 7.66	Rs. 4.40	Rs. 3.26
20	Cafeteria at Unokoti (1994-1995) <b>Rs. 5.31</b>	NPCC	Completed one-year back. Could not be commissioned	Rs. 4.51 Rs. 5.41	Rs. 4.40	Rs. 1.01
21	High Must Illumination	NPCC	Completed A/C should be closed by April 02	Rs. 9.23 Rs. 17.376	11.54	Rs. 5.836

## APPENDIX – I

### PLAN OF ACTION FOR 2002-03 - Tripura

Sl .	Location & Estimated Cost	Source of Fund (Rs. In Lakh)		Remarks
		E	F	
A	B	Central	State	G
1	Sulabh Toilet at Pecharthal (1998-1999) <b>Rs. 9.15</b>	Rs. 7.00	Rs. 2.15	Due to non availability of Land construction could not be started
2	Sulabh Toilet at Udaipur (2000-2001) <b>Rs. 10.13</b>	Rs. 7.88	Rs. 2.25	- Do -
3	Sulabh Toilet at Sabroom (Manu Bazar) (2000 – 2001) <b>Rs. 7.00</b>	Rs. 5.60	Rs. 1.40	- Do -
4.	Sulabh Toilet at Dharamnagar (2000- 2001) <b>Rs. 10.13</b>	Rs. 7.00	Rs. 3.13	- Do -
5	Sulabh Toilet at Airport (2000-2001) <b>Rs. 15.00</b>	Rs. 12.00	Rs. 3.00	Permission for site yet to be received from Airport Authority
6	Cafeteria at Agartala (Budharghat Stadium) (1998-1999) <b>Rs. 22.90</b>	15.00	Rs. 7.90	Plan & Estimate are waited
7	Cafeteria at Gurkhabasti (shifted to Children's Park)( (1997-1998) <b>Rs. 15.70</b>	Rs. 9.00	Rs. 6.70	Site yet to be selected
8	Tourist Cottage near Chakmaghat (2000- 2001) <b>Rs. 44.86</b>	Rs. 34.86	Rs. 10.00	Site yet to be selected

9	Tourist Cottage Dharmanagar (2000-2001) <b>Rs. 60.16</b>	Rs. 48.00	R. 12.16	- Do -
10	Internet Connectivity with Tourist centres at Ambassa, Agartala, Melaghar & Udaipur (2000- 2001) <b>Rs. 30.00</b>	Rs. 15.00	Rs. 15.00	Action being taken by Directorate of ICAT
11	Beautification of Tourist Centre Rabindrakana, Badarghat, Katal Dighi & Matabari (2000-01) <b>Rs. 80.52</b>	Rs. 40.00	R. 40.52	1 Fountain installed at Badharghat Sports Complex Work for 3 (three) fountains will started shortly (1 Fountain shifted to Nehru Park)
12	Development of Eco Park at Kalapania Kalacherra Bazar Sabroom (2000 – 2001) <b>Rs. 15.60</b>	Rs. 7.80	Rs. 7.80	Forest Dept. will take work. Estimate awaited
13	Integrated Development of 14 Goddess temple complex (2000-2001) <b>Rs. 107.63</b>	Rs. 53.81	Rs. 53.82	Details estimate yet to be submitted by Agri Engg. Cell

**APPENDIX – m**

**PROJECTS SANCTIONED BY MINISTRY OF TOURISM  
DURING 2001-2002 FOR TRIPURA**

S. N.	Project with Cost (Rs in Lakh)	Funding (Rs in Lakh)		Remarks
		Central	State	
1	Construction of Tourist Lodge at Amarpur – Rs.31.50	Rs. 22.05	Rs. 9.45	<p><b>* Funding is @ 70:30 sharing basis</b></p> <p>* State share is Rs. 37.20. But not provided for in the Budget</p> <p>* Sanction / fund yet to be received from MOT</p>
2	Construction of Tourist Lodge at Kalachera – Rs. 31.50	Rs. 22.05	Rs. 9.45	
3	Landscape & Development of Bramhakunda – Rs. 11.48	Rs. 8.03	Rs. 3.45	
4.	Refurbishment of Pecharthal Buddha Mandir – Rs. 49.48	Rs. 34.63	Rs. 14.85	

## APPENDIX – n

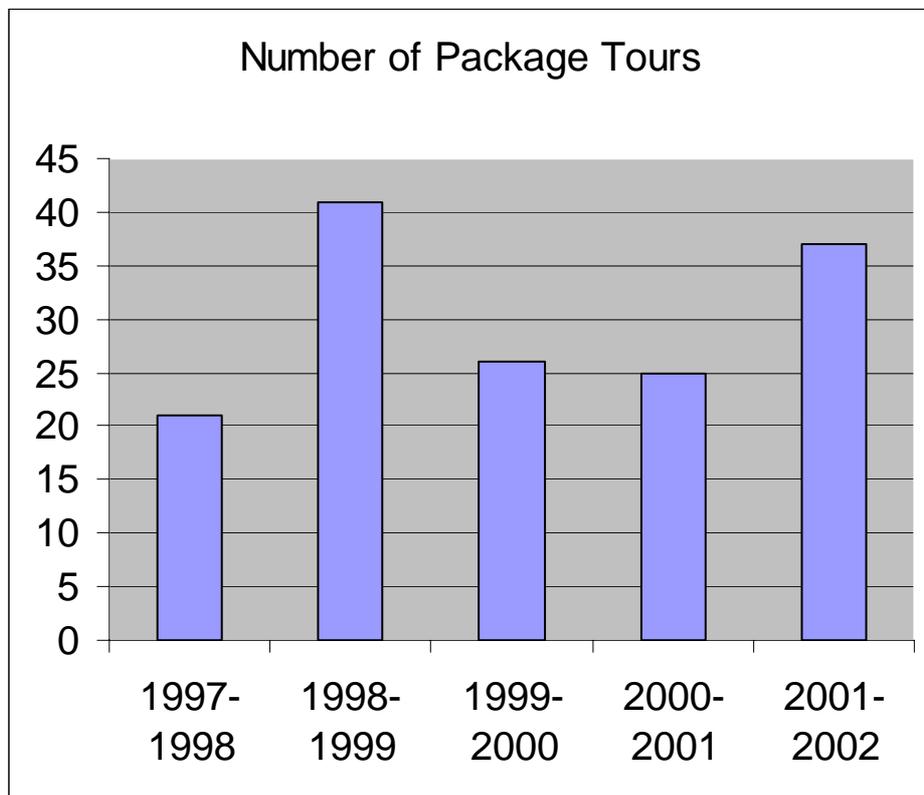
### EXPENDITURE FOR MAINTENANCE OF WORK FOR LAST 5 YEARS UNDER TOURISM SECTION - TRIPURA

Sr. No.	Amenity	Cost
1	Eden Tourist Lodge	Rs. 2,27,954.00
2	Uttarayan Pantha Niwas Pabiacherra	Rs. 5,49,750.00
3	Wayside Amenity Matabari	Rs. 1, 61,036.00
4.	Maintenance of Neermahal	Rs. 20,39,062.00
5.	Rajarshi Yatri Niwas	Rs. 8,96,587.00
6.	Uttarmegh Tourist Lodge	Rs. 5,57,675.00
7.	Sagarmahal Tourist Lodge	Rs. 12,13,891.00
8	Wayside Amenity at Bagafa (Pilak)	Rs. 3,77,900.00

**APPENDIX – o**

**NUMBER OF PACKAGE TOURS**

YEAR	NUMBER OF PACKAGE TOURS
1997-1998	21
1998-1999	41
1999-2000	26
2000-2001	25
2001-2002	37



## APPENDIX – p

### ACTION PLAN FOR THE CULTURAL PROGRAMME DURING THE YEAR 2002-2003

Date	Name of Programme	Venue of the Programme	Main Organiser	Organisation to be Involved	Source of the Fund In Rupees	
					State	EZCC
1	2	3	4	5	6	7
April 09-10	Khumpui (Buisu Festival)	Satchand	DICAT (S)	-	-	1,00,000/- (2001-2002)
April 14-15	Garia Utsav	Khamper kami (Jamatia Hoda)	DICAT (S)	-	30,000/-	-
April 16-17	Biju Mela	Gandacharra	DICAT, Dhalai	-	-	30,000/-
Date to be finalized	Bisi Kwtal (Garia Gajan)	Amarpur, Khowai, Agartala, Ambassa, Kumarghat	All DICATs	-	-	1,00,000/- (2001-2002)
April 28 to May 07	Baishaki Mela	Sabroom	SDICAT, Subroom	-	-	20,000/-
May 09-15	Rabindra Jayanti	Agartala	All DICATs, SDICATs & BICATs	-	50,000/-	-
Last part of June	Champreng Loka Utsav	Khowai	DICAT (W)	NP/PS/LRS	10,000/-	40,000/-
July 28-29	Raima Sarma Utsav	Gandacharra	DICAT, Dhalai	Zilla Parishad	10,000/-	-
July 17-23	Kharchi Festival	Old Agartala	DICAT (W)	-	30,000/-	-
Aug. 06-09	Hirosima & Nagasaki Day	All Dist. HQs	All DICATs	Science & Technology	10,000/-	-
Aug. 16-18	Sukanta Jayanti	30 Blocks 400x30	All DICATs	Sukanta Academy	15,000/-	-
Aug. 24-25	Nawkabaich & Manasha Mangal Utsav	Melaghar	DICAT (W)	-	30,000/-	-
Sept. 02	Jari Sari Utsav	All Districts	Walkf Board / ICAT	-	20,000/-	-
Oct. 04-05	Barmura Ter	Mandai Block	DICAT (W)	-	-	30,000/-
Oct. 05-07	Rabindra Nazrul Utsav	Agartala	Directorate	-	1,00,000/-	-

			of ICAT			
Oct. 19-20	Rash Utsav	Baralutma, Kamalpur	DICAT (Dhalai)	-	-	20,000/-
Oct. 22-23	Hojagiri Festival	To be fixed	Hojagiri Committee & DICAT	-	-	50,000/-
Oct. 25-26	Mursing Ter	Belonia	DICAT (S)	-	15,000/-	-
Nov. 04-05	Deep Utsav	Matabari, Uaipur	DICAT (S) / Matabari Dev. Committee	-	40,000/-	-
Nov. 07-09	Orange & Tourism Festival	Jampuri Hill	DICAT (N) & Tourism	-	-	35,000/-
Nov. 10-15	State Art Exhibition	Agartala	Dtc. of ICAT	Lalit Kala Academy	20,000/-	-
Nov. 16-17	Kalajhari Ter	Karbook Block	DICAT (S)	-	-	20,000/-
Nov. 20-24	Agartala International Folm Festival	Agartala	Dtc. of ICAT	-	1,50,000/-	-
Dec. 06-07	Sanghati Utsav	Dimatali, Belonia	DICAT (S)	-	-	20,000/-
Dec. 21-22	Longtharai Ter	Manu Block, Longtharia Valley	DICAT, Dahlai	-	-	30,000/-
Dec. 02	Folk Theatre Festival (Jatra Utsav)	All Sub Divns. & State Level Kamalpur	DICATs & SDCATs	-	-	1,00,000/-
Dec. 28-30	Neermahal Festival	Melaghar	DICAT (W) & Tourism	-	40,000/- (Tourism)	30,000/-
Dec. 14-15, 2002	State Classical Music Conference	Agartala	Dtc. of ICAT	-	35,000/-	-
Jan. 03-05, 2003	Khumpui (Buisu) Ter	Satchand Block, Sabroom	DICAT (S)	-	-	45,000/-
Jan. 07-11, 2003	Childrens' Film Festival	Agartala	Dtc. of ICAT	-	1,00,000/-	-
Jan. 11-13, 2003	Pilak Utsav	Pilak, Belonia	DICAT (S) & Tourism	-	30,000/- (Tourism)	25,000/- +
Jan. 14-15, 2003	Tirthamukh Mela	Tirthmukh, Jatanbari	DICAT (S)	-	40,000/-	-

March / April	Unakoti Festival (Ahokastami)	Unakoti, Kailashahar	DICAT (N) & Tourism	-	-	25,000/-
Feb. 01-03, 2003	Kabita Utsav	Agartala	Dtc. of ICAT	-	-	60,000/-
Feb. 21 to Mar. 03, 2003	Agartala Book Fair	Agartala	Dtc. of ICAT	-	9,00,000/-	-
Mar. 05-07, 2003	Mahamuni Mela	Bankul, Sabroom	DICAT (S) & Tourism	-	25,000/-	-
	Workshop	Training Programme	Dtc. of ICAT	-	1,00,000/-	-
	VIP Programme	To be decided	Dtc. of ICAT	-	1,00,000/-	-
	Financial Assistance	To be decided	Dtc. of ICAT	-	50,000/-	-
<b>TOTAL</b>					<b>19,80,000/-</b>	<b>8,00,000/-</b>
					-	-

N.B.: Out of Rs.8,00,000/- (Rs.2,00,000/- for the year 2001-2002 and rest Rs.6,00,000/- for 2002-2003) approved by EZCC.

## **APPENDIX – q**

### **EXCERPTS FROM ANNUAL REPORT 2001-02 MINISTRY OF ENVIRONMENT AND FORESTS GOVERNMENT OF INDIA REGENERATION AND DEVELOPMENT**

**[National River conservation Directorate, Ganga Action Plan Phase I & II, Yamuna, Gomti and Damodar Action Plan, National River Conservation Plan, Common Effluent Treatment Plant, Industrial Pollution Control, National Lake Conservation Plan, National Afforestation and Eco-development Board]**

#### **National River Conservation Directorate**

**The National River Conservation Directorate, which functions under the Ministry, has been entrusted with the charge of implementing the River Action Plans. The River Action Plans were undertaken based on surveys conducted by the Central Pollution Control Board (CPCB) which identified 27 grossly polluted stretches of major fresh water sources in the country, through the implementation of pollution abatement schemes. The important works being taken up under the National River Action Plan include:**

- \* Interception and diversion works to capture the raw sewage flowing into the river through open drains and divert them for treatment.
- \* Sewage treatment plants for treating the diverted sewage.
- \* Low cost sanitation works to prevent open defecation on riverbanks.
- \* Electric crematoria and improved wood and help in ensuring proper cremation of bodies brought to the burning ghats.
- \* River Front Development works such as improvement of bathing ghats etc.
- \* Other minor miscellaneous works.

## **National River Conservation Plan**

The National River conservation Plan was launched in 1995 to cover 23 major rivers in 10 States of the country. Under this action plan pollution abatement works are being taken up in 57 towns. Of these four are in A. P., three in Jharkhand, one in Gujarat, eight in Karnataka, five in Maharashtra, 11 in M. P., four in Orissa, six in Punjab, two in Rajasthan and 13 in Tamil Nadu.

Out of 215 schemes of pollution abatement sanctioned under this action plan so far, 69 schemes have been completed. About 2455 million litres per day (mld) of sewage is targeted to be intercepted, diverted and treated. Out of the approved cost of Rs.1, 830.56 crore, the expenditure incurred by States totals to Rs.193.70 crore.

After the launching of the NRCP in 1995, it was decided to merge the Ganga Action Plan Phase-II with NRCP. A notification to this effect has also been issued. With this, the present approval cost of NRCP as a whole stands of Rs.3, 329.42 crores covering pollution abatement works in 152 towns along polluted stretches of 27 rivers spread over 16 states.

## **National Lake Conservation Plan**

A proposal for conservation and management of 10 polluted urban lakes was put up for consideration of Cabinet Committee on Economic Affairs earlier but the Committee only approved the proposal for Dal Lake Conservation Plan 'in principle'. The Ministry also posed the project for external assistance for implementation of the National lake Conservation Plan to various Donor Agencies. None of the external funding agencies evinced any interest in the project. The Detailed Project Report of Dal Lake Conservation Plan however has been prepared by AHEC, Roorkee and sent to the State Government of J&K for their concurrence. A proposal for conservation of three small lakes namely, Powai (Maharashtra) and Ooty and Kodaikanal (Tamil Nadu) using bio-remediation technology at an estimated cost of Rs.14.99 crore was approved by the Government on 31.05.2001.

The budget estimates for the three approved lakes is as follows:

Powai	:	Rs.6.62 crore
Ooty	:	Rs.1.95 crore
Kodaikanal	:	Rs.6.33 crore

Keeping in view the decisions of NRCA taken during its 10<sup>th</sup> Meeting to give similar impetus to NLCP and NRCP, it is proposed to enlarge the scope of work under NLCP by taking up the remaining identified lakes along with new proposals on lakes received from different state Government during the X Plan.

## **National Afforestation and Eco-development Board**

National Afforestation and Eco-development Board (NAEB) was established in August 1992 in the Ministry of Environment and Forests as a sequel to the formation of the separate Department of Wastelands Development in the Ministry of Rural Development and the transfer of National Wasteland Development Board to that Department. The NAEB is mainly charged with the responsibility of promoting afforestation, tree planting, ecological restoration and eco-development activities in the country with the special focus on degraded forest areas and lands adjoining forest areas, national parks, sanctuaries and the other protected areas like the Western Himalayas, Aravallis, Western Ghats, etc. The mandate of the NAEB is:

- \* To evolve mechanism for ecological restoration of degraded forest areas and adjoining lands through systematic planning and implementation, in a cost effective manner;
- \* To restore through natural regeneration or appropriate intervention the forest cover in the country for ecological security and to meet the fuel wood, fodder and other needs of the rural communities;
- \* To restore fuel wood, fodder, timber and other forest produce on the degraded forest and adjoining lands in order to meet the demands for these items;
- \* To sponsor research and extension of research findings to disseminate new and proper technologies for the regeneration and development of degraded forest areas and adjoining lands;
- \* To create general awareness and help foster people's movement for promoting afforestation and eco-development with the assistance of Voluntary Agencies, Non-Governmental Organisations, Panchayati Raj Institutions and others and promote participatory and sustainable management of degraded forest areas and adjoining lands;
- \* To coordinate and monitor the Action Plans for afforestation, tree planting, ecological restoration and eco-development; and
- \* To undertake all other measures necessary for promoting afforestation, tree planting, and ecological restoration and eco-development activities in the country.

## **Integrated Afforestation and Eco-Development Project Scheme (IAEPS)**

This is a 100% centrally sponsored scheme intended to promote afforestation and development of degraded forests and adjoining lands by adopting an integrated approach and management of these areas on a watershed basis with people's participation. This scheme has also been extended to include 100% centrally sponsored Coastal Shelterbelt plantations after Orissa Cyclone of 1999 as a thrust area. The revised Ninth Plan allocation for the scheme is Rs.247.00 crores with a

physical target for treating 2.27 lakhs ha. of degraded areas. A total of 160 projects including 13 for Coastal Shelterbelt plantations and 31 for Forest Development Agency projects have been sanctioned so far to the States in the Ninth Plan with a total project cost of Rs.310.25 crores. Expenditure during 2001-02 (as on 15.01.2002) was Rs.57.63 crores.

### Conservation and Development of Non-Timber Forest Produce including Medicinal Plants (NTFP)

Under this 100% centrally sponsored scheme, financial assistance is provided to the State Governments for increasing production of Non-Timber Forest Produce (NTFP) including Medicinal Plants. It has a special focus on tribal population for whom NTFP is an important source of livelihood. The revised Ninth Plan allocation for the scheme is Rs.80.50 crores. A total of 75 projects have been sanctioned so far to the States in the Ninth Plan at a total cost of Rs.100.14 crores. Expenditure during 2002-02 (as on 15.01.2002) was Rs.19.77 crores.

### Bamboo and Medicinal Plantation Projects

Recently, bamboo and medicinal plantations have been identified and declared as one of Thrust Areas of the Ministry. Though such species are planted as part of mixed plantations taken up under the ongoing NTFP scheme, projects solely for Bamboo and Medicinal plantations are now being sanctioned separately under the scheme. A total of 21 projects with an outlay of Rs.20.69 crores for covering an area of 30,163 ha. under bamboo plantations and 18 projects with an outlay of Rs.8.60 crores for raising medicinal plants over an area of 5,285 ha. have been sanctioned during the Ninth Plan. During 2002-02 an amount of Rs. 6.58 crores for bamboo plantation and Rs. 2.35 crores for medicinal plants have been released to the State Governments as on 15.01.2002.

### Shifting Cultivation (Jhoom)

Taking cognisance of the aggravation caused in terms of soil erosion and depletion of natural resources due to shifting cultivation (Jhoom) in the North Eastern Region, an inter Ministerial Task Force has been constituted in the Ministry to evolve a holistic and integrated approach for sustainable management of Jhoom affected lands. The Task Force had organized a two-day workshop during 11-12 October 2001 at Shillong, wherein Government representatives of North Eastern States, academicians, NGOs had participated in the deliberations.

## EDUCATION, TRAINING AND INFORMATION

[Forestry education, training and extension, Wildlife education, training and extension, National Museum of Natural History, Fellowships and Awards, Environmental Education, Awareness and Training, Centres of Excellence, Environmental Information System]

## **Grants-in-Aid to Professional Societies**

Financial assistance is provided under the scheme to professional societies and appropriate institutions, museums and science centres for developing activities and projects in the field of environment as well as to develop exhibition galleries and educational programmes relevant to ecology, environment and wildlife. Revised guidelines of the scheme were framed and widely circulated to all concerned.

During the year, various proposals, received from several organizations in the country were considered and suitable financial assistance was provided to those organizations for their proposals conforming to the objectives of the scheme.

## **Income Tax Exemption under Section 35 CCB of the Income Tax Act, 1961**

Ministry continued to recommend to the Central Board of Direct Taxes for Income Tax exemption under Section 35 CCB of the Income Tax Act, 1961 for the programmes related to the conservation of natural resources or of afforestation undertaken by Associations or Institutions.

## **Financial Assistance for Publications**

Ministry continued to provide one time grant to professional societies, voluntary organizations, institutions etc. for printing of publications aimed at promoting environmental education and awareness.

## **ENVIRONMENTAL INFORMATION**

### **Environmental Information System (ENVIS)**

In the last Second Monitoring Committee Meeting held on 21.02.2002 the following 21 Thrust Areas have been identified by the Committee for setting up EMCB-ENVIS Nodes through out the country under the project:

- \* Urban Municipal Waste Management
- \* Environmental Biotechnology
- \* Conservation of Ecological heritage and Sacred Sites in India
- \* Coastal Regulation Zone Management
- \* Environmental Audit
- \* Promotion and Maintenance of Renewable Energy Sources
- \* Environmental Law
- \* Medicinal Plants
- \* Marine Eco-systems
- \* Bamboo Conservation
- \* Coastal Shelterbelt
- \* Micro organisms and Environmental Management

- \* Eco-labelling and Promotion of Eco-Friendly Products
- \* Environmental Problems in Tea Gardens
- \* Cold Desert Eco-system
- \* Biomedical Waste management
- \* Island Eco-system
- \* Wetland Eco-system
- \* Natural Disaster Management (like earth-quake, cyclone, floods, glaciers).

Global Environmental Issues (like climate change, ozone depletion, green-house gas effect, etc.)

- \* ENVIS also continued to function as a National Focal point (NFP) and a Regional Service Centre (RSC) for South-Asia sub-Region Countries for INFOTERRA network, a Global Information Network of the United Nations Environment Programme (UNEP). As NFP and RSC of INFOTERRA, the ENVIS network provided information to several queries received from the various sub-region countries during the year.
- \* ENVIS also continued close liaison with various other national information systems in the country like National Information System on Science & Technology (NISSAT), Bio-Technological Information System (BTIS), etc., for exchange of environmental information and to avoid duplication of efforts in the field of environment and its associated areas.

## **INTERNATIONAL CO-OPERATION**

[Commission on sustainable Development, World Summit on Sustainable Development, United Nations Environment Programme, Global Environmental Facility, UNDP, UNDP/GEF Small Grants Programme, India-Canada Environment Facility, Climate Change, Ozone Layer Protection, World Bank Aided Projects]

### **India-Canada Environment Facility (ICEF)**

The India-Canada Environment Facility (ICEF) is a joint initiative of the Government of India and the Government of Canada created by the signing of a Memorandum of Understanding (MoU) between the two Governments on October 20, 1992 for the purpose of undertaking projects related to the environment.

The funding is provided by the Canadian International Development Agency. It is managed jointly by representatives from the two Governments (India and Canada). The primary focus of ICEF is to develop natural resources and enhance the environmental managerial capacity of Government/Non-government/community organisations to undertake and to manage environmentally sound development in land, water and energy sectors in India.

While projects approved by ICEF so far have focused on watershed management, future projects will concentrate on water quality and energy fields. So far 20 projects have been approved for funding under the ICEF with a total outlay of Rs.162.56 crores. The Joint Project Steering Committee is co-chaired by Joint Secretary (International Cooperation) from the Indian side and by Counsellor, Canadian High Commission.

**LIST OF REGIONAL OFFICES / ENVIS CENTRES / CENTRES OF EXCELLENCE / AUTONOMOUS / ASSOCIATED AGENCIES ETC. OF THE MINISTRY OF ENVIRONMENT & FORESTS**

**Regional Office:**

<b>Sr. No.</b>	<b>Regional Office</b>	<b>Communication Linkages</b>	<b>Area</b>
<b>1.</b>	<b>Shri Promode Kant Chief Conservator of Forests (C) Regional Office (NEZ) Upland Road, Laitumkhrach Shillong –793 003</b>	<b>Tel : (0364) 227673 Fax: (0364) 227673</b>	<b>Arunachal Pradesh; Assam; Manipur; Meghalaya; Tripura; Nagaland; Mizoram and Sikkim</b>

**Regional Centre for Eco-Development Programme:**

<b>Sr. No.</b>	<b>Regional Office</b>	<b>Communication Linkages</b>	<b>Area</b>
<b>1.</b>	<b>Prof. R. S. Tripathi, Co-ordinator Co-ordinator Regional Centre for NAEB, North-Eastern Hill University Shillong –793 014</b>	<b>Tel : (0364) 231626 Fax: (0364) 231919</b>	<b>Arunachal Pradesh; Assam; Manipur; Meghalaya; Tripura; Nagaland and Mizoram</b>

## APPENDIX – r

### GENERAL GUIDELINES FOR THE UP-GRADATION OF EXISTING TOURIST INFRASTRUCTURE

The Information, Cultural Affairs & Tourism Department (ICAT), Government of Tripura, has developed various infrastructures for tourism throughout the State. The development of this facility was carried out with financial help from the Central Government. The maintenance of the infrastructure, its working, staff requirements & their salaries are however the sole responsibility of the State Government. In general the status of most of the facilities is satisfactory but they definitely need up-gradation and enhancement.

The department has developed various facilities such as:

1. Wayside Amenities
2. Restaurants / Cafeteria
3. Tourist Lodges
4. View Points / Galleries

The wayside amenities and tourist lodges are developed under different titles / nomenclatures, but with very little difference from each other. It is necessary to distinctly classify these facilities and to identify their necessity & role in tourism infrastructure. Feasibility studies for necessity of the infrastructure seem to be inadequately done. Moreover certain guidelines need to be formulated, so that the existing facilities can be upgraded according to them. These will also help in development of the new facilities.

**Tripura falls in the category of very high seismic zone. Necessary Structural and Architectural precautions are required to make the structures earthquake resistant.**

The existing facilities need to be upgraded on various fronts, such as:

1. Structural up-gradation
2. Toilet Renovation
3. Plumbing and Sanitation
4. Electrification
5. Doors & Windows
6. Flooring
7. Plastering & painting
8. Interior Design
9. Environmental measures
10. Surrounding areas
11. Recreation facilities
12. Communication facilities
13. Management up-gradation
14. Staff accommodation

The details of each factor are as under:

### **1. Structural up-gradation**

The structures are mostly RCC framed, with partition walls of brick and bamboo mats. However high rainfall and humid conditions have weakened them to certain extents and need rectification in following areas:

- Anti termite treatment (biological) for plinth
- Waterproofing for plinth areas (damp proofing)
- Waterproof plastering for external walls
- Leakage rectification
- Proper rainwater harvesting or disposal
- Roof overhangs or window chajja repair
- Repair and waterproofing of overhead tanks
- Plinth protection for all structures

### **2. Toilet Renovation**

Common toilet facilities for dormitories and attached toilets for rooms, both need up-gradation in the following areas:

- Layout & internal design for maximum comfort & utility
- Non-slippery ceramic tiling for floors and dado
- Sanitary fixture in working conditions
- Non- leaking taps
- Hot water supply for showers & washbasins
- Clean & easy to maintain buckets, mugs, toilet paper holders, soap cases, etc. to be provided
- Mirrors to be provided above wash basins.

### **3. Plumbing and Sanitation**

The water supply and drainage systems at the tourist facilities:

- Non-leaking, G.I. water supply pipe system
- Proper overflow system for tanks
- Water supply to all taps
- Proper connection to geysers for efficient use of water
- All drainage pipes to be laid to proper slope
- All drainage pipes to be connected to septic tanks, in working conditions
- Location of septic tank and soak pit to be decided as per slopes available
- Plantation to be carried out near soak pit areas
- Accumulation or stagnation of water to be avoided anywhere in the campus
- Surface water drainage to be planned properly

#### **4. Electrification**

The electric supply at the facilities is satisfactory. The rooms have non-concealed wiring system. Following improvements need to be done:

- Proper planning and redesign of the layout
- User friendly location of switches
- Proper necessary illumination of outdoor areas
- Proper management control to ensure energy conservation
- Stand by generator sets
- Alternate / complementary solar system

#### **5. Door & Window**

Security is a major tourist concern and hence the door and windows need to be maintained properly.

- Proper alignment of door and window frames with the walls and sealing of joints.
- Proper shutters in good condition, either polished or painted
- All fittings and fixtures should be of standardised design & in working condition
- Windows to have MS lightweight grills
- All balcony doors to open out in the balcony
- All windows to have clean curtains with proper standardised rods or pelmets
- The proportion of keys and key chains to be user friendly

#### **6. Flooring**

The flooring of various rooms to be treated differently as per use and traffic

- Reception lobbies and dining areas to preferably have polished stone flooring. Mirror polish to be avoided
- Kitchen areas to have stone flooring with dado of ceramic tiles. All wash areas to have ceramic tiling
- Local flooring materials such as pigmented PCC / IPS to be maintained properly
- Individual rooms and dormitories to have marble mosaic, stone or any local material flooring. The choice should be made depending upon budget availability and maintenance possible.
- Use of ceramic tile flooring in living areas to be avoided
- Use of wall to wall carpets should be restricted to deluxe suites / VIP rooms only

## **7. Plastering & painting**

The external surfaces should be properly treated and maintained for a longer life of the structure.

- Waterproof plastering to be done
- Waterproof cement painting to be done for external surfaces
- All steel works to be painted in enamel paints

## **8. Interior Design**

The interiors should be planned for maximum wear and tear and for minimum maintenance.

- The layout should be functional and user friendly
- Local materials and technology should be given preference
- The design could be standardised but should also incorporate local crafts and techniques
- The upholstery should be simple
- Undue ornamentations should be avoided.
- Stress should be on maintaining cleanliness
- Light fixtures to be of simple design and maintenance free
- Built-in furniture to be preferred wherever possible
- Various fittings and fixtures to be of standard design and make
- The style of interiors should have local influence

## **9. Environmental measures**

Various environmental measures should be incorporated within their existing set-up of the tourist facilities. These could be the following:

- Use of solar energy water heating systems
- Rain water harvesting
- Recycling and use of waste water for gardening
- Developing a kitchen garden
- Use of solar lights for outdoor areas
- Avoid plastic and use cloth / jute bags etc.
- Use of recycled handmade paper in stationery
- Separation of garbage and conversion into manure by composting

## **10. Surrounding areas**

The surrounding areas to be developed for the use of people

- Parking areas to be well demarcated and visually screened with plantations
- Outdoor dining areas to be well developed and maintained

- Gardens to be well landscaped and maintained especially for the use of children
- If pets such as cats, dogs, rabbits are being maintained by the staff then their proper care should be ensured
- Outdoor activities should be encouraged
- Television rooms, card rooms, etc should be encouraged in semi covered (verandah) areas
- Jogging tracks, yoga grounds, meditation areas should be provided in natural ambience without any built structures

## **11. Recreation activities**

Various recreation activities should be provided for tourist:

- Cultural programmes in association with local groups or students could be arranged
- Local food festivals could be arranged
- A small workshop in local handicrafts on once a weekly basis can be arranged, especially during peak season
- The premises could have a simple badminton / tennis court, carom and card rooms.
- Tourist facilities in sanctuaries / national parks should discourage television

## **12. Communication facilities**

The tourist lodges should provide for various communication facilities:

- Each lodge should have a PCO / STD / ISD facility. Internet facilities should also be provided.
- A provision for a post box on the premises should also be made.
- The contacts of local medical facility, chemist, courier services, etc. should be kept available
- In case if the tourist lodges do not have their own transport vehicle, then state transport buses connecting to major towns should have a mandatory halt at the tourist lodge.
- Similar arrangements can also be made with local taxi service providers

## **13. Management up-gradation**

One of the major factors that need up-gradation is the local staff. It could cover following aspects:

- Short term training programmes
- Strict adherence to rules and regulations
- Service staff training and monitoring
- Dress codes for staff – Managerial / Attendants / Service etc.

#### **14. Staff accommodation**

Staff accommodation should be provided near the facility.

- Staying of staff members in one of the rooms should be discouraged
- The caretakers residence should be near the reception areas
- Other accommodation should be near the service areas and away from the public places

## APPENDIX – s

### GENERAL GUIDELINES FOR THE DEVELOPMENT OF NEW TOURIST FACILITIES & INFRASTRUCTURE

Most of the tourist infrastructure created does not follow any system or procedure in any of its development. As a result most of structures do not bear a strong identity or link amongst themselves. Moreover they fall short on many fronts such as excessive capacity or the designs are standardised on typical PWD patterns.

**Tripura falls in the category of very high seismic zone. Necessary Structural and Architectural precautions are required to make the structures earthquake resistant.**

Following are few guidelines / procedures for development of the various facilities provided by the department. They could be categorised as under:

1. Definition
2. Role of various tourist facilities
3. Feasibility study guidelines
4. Site selection criteria
5. Brief for design
6. Guidelines for architectural design
7. Guidelines for construction methods
8. Guidelines for Interior design and execution
9. Guidelines for Landscaping and signage
10. Guidelines for Environmental design

#### A. **WAYSIDE AMENITIES:**

1. **Definition:** It can be defined as a minimal facility located en-route to any major tours or tourist destination, providing basic toilet, eating & emergency staying facilities.
2. **Role:** Wayside amenities have become an important facility today, especially when road transport has become much faster. They have in a way replaced motels. They are especially preferred in undeveloped terrains, where various services are not generally available.
3. **Feasibility study Guidelines**
  - Study of tourist traffic for previous 3 years to justify the development of infrastructure to be provided
  - Study of private lodging and boarding facility available in the vicinity and their quality of service
  - Study to determine the income group of frequent travellers
  - Study to determine the communication system available

- Study to determine the no of beds capacity required
  - Preparation of brief and design of the infrastructure
  - Estimation of construction budget and running costs for first 5 years
  - Estimation of staff requirements and their remuneration
  - Revenue generation and breaking even points
  - Strategy for privatisation
  - Incentives for private development in case if departmental development is not feasible
4. **Site selection criteria:** For selection of sites for wayside amenities following criteria should be fulfilled.
- The site should be located a major road (National highway or State highway) connecting two or more tourist destinations
  - It should preferably be on the major road and easily accessible
  - There should no other resting facility available at nearby distance
  - Basic facilities such as water and electricity should be available
  - The site should be aesthetically pleasing
  - It could be near an undeveloped village
5. **Brief for design:** The Wayside amenities should be designed with following brief.
- Toilet facilities for both men & women, catering for a 40 persons bus-load. The toilets should have urinals, W. C.s, bathrooms, washbasins with mirrors & dry areas for changing. Accessories such as toilet paper, tissues, napkins should be provided.
  - Solar water heating system for toilets and kitchen
  - Drinking water fountains fitted with water purifiers. Design of water fountains should be such that use of cups/glass should be avoided.
  - Both toilet facilities & drinking water fountain areas should have adequate numbers of dust-bins/garbage cans.
  - A fast food counter serving selected few snacks and beverages & dining area.
  - A small food & beverage counter for selling of dry or packaged food products and packaged/bottled water, cold drinks etc.
  - Two twin bedded non A. C. rooms with attached toilets having minimal furniture, clean linen.
  - One 6 bedded non A. C. dormitory without attached toilet, having minimal furniture & clean linen.
  - Pay phone booth having PCO, STD & ISD facility.
  - First aid facilities.
  - Small residential quarters for Manager.

## **6. Guidelines for architectural design**

- The architectural character should be in harmony with the existing vernacular architectural style
- It should be site specific and follow the natural levels / slopes of the land
- Layout design should provide for enough parking space, separate wheelchair access, service entry etc.
- The planning should be climate specific and designed accordingly for best human comfort without mechanical means
- The structure should be maximum ground + one storey high
- Use of terraced roof should be avoided and if necessary utmost care to be taken for its waterproofing.
- Location of overhead water tanks should be considered while massing of various built forms and they should be suitably incorporated in the overall design.
- Various ancillary systems such as solar water heating, their functional requirements should be planned in the design itself.
- There should be sufficient roof overhang for wall protection
- Location of doors and windows should be such that it gives maximum protection from rain (having chajja or opening onto a verandah / balcony) and at the same time allowing for cross ventilation
- Layout and design of toilets should be of international standards and special attention should be given to materials, their durability and low maintenance
- Waterproofing and drainage should be planned properly taking into account existing land gradient
- Septic tank and soak pit should be located away from the bore well
- Built-in furniture should be incorporated in the planning itself
- Use of local materials should be planned in design itself
- Painting scheme should be in harmony with the character of the building and the site

## **7. General Guidelines for construction technology / methods**

- If the site conditions demand a stilted structure an RCC framed structure should be planned
- All foundation pits and plinths to be given anti-termite treatment (biological)
- The external walls should be one brick thick masonry up to 1.0m height above plinth or alternatively totally in brick. In case of parapet walls, the above space should be in bamboo mat partitions.

- Internal toilet walls should be in half brick thick masonry
- All masonry work to have 18mm thick external sand faced plaster and 12mm thick neroo plaster
- Externally the structures to be painted in waterproof cement paint and internally

## **8. Guidelines for Interior design**

- Plan the interiors of the structure during architectural planning stage
- Furniture for rooms and dormitories to be preferably of built-in type
- Furniture for reception area and dining could be moveable type. It could be in bamboo or cane reflecting local craftsmanship
- Materials used should be durable and of low maintenance
- Conceptually the interiors could be based on local culture of the tribes, local materials, textiles and handicrafts

## **9. Guidelines for Landscaping and signage**

- The tourist facility development should be undertaken as an integrated work of built and non-built areas
- Screening plantation to be provided along road and parking areas
- Preference to be given to indigenous plantation
- Landscaping should be as per existing land gradient. Major land works and shifting of soil should be avoided
- It should make use of existing natural features such as undulations, water streams, boulders, etc.
- Plantation should be carried out to make optimum use of sunlight, wind etc.

## **10. Guidelines for Environmental design**

- Orientation of the layout should optimise use of sunlight and wind direction
- Solar passive features should be planned to allow maximum sunlight, while minimising adverse thermal effects
- Windows and shading devices should be planned to minimise mechanical ventilation
- Solar energy water heating systems to be integrated in the planning process

- Segregation and recycling of organic and inorganic wastes to be planned within the development
- Rain water harvesting methods to be adopted
- Waste water from kitchen and toilets should be utilised in the purpose of gardening
- Local building materials to be preferred

## **APPENDIX – u**

### **LIST OF FAMOUS ARTISTS FROM TRIPURA**

1. Allauddin Khan: Classical music
2. Pandit Anath Bandhu Debbarman: Classical music
3. Thakur Amitkrishna Debbarman: Music
4. Pulin Debbarman: Music
5. Ananta Debbarman: Classical dance
6. Kumar Sachin Debbarman: Film music
7. Rahul Debbarman: Film music
8. Dharendra Krishna Debbarman: Fine Arts
9. Nalini Majumdar: Fine Arts
10. Dijendra Dutta: Literature
11. Satya Basu: Literature

**APPENDIX – v**

**STAFF TRAINING FOR ORIENTATION & QUALITY  
IMPROVEMENT**

**Short term course in ‘Eco-tourism Planning’ at IITM, Gwalior (MP), 18-23  
May 1998**

Participants:

Shri Inhar Lal Das, Asstt. Director, DCAT

Shri Malay Das Gupta, Sr. Information Officer, DCAT

**Short term course in ‘Management Information Systems in Tourism’ at  
IITM, Bhubaneswar (Orissa), 8-12 October 2001**

Participants:

Shri P. K. Roy, Asst. Engineer, DCAT;

Shri D. M. Reang, Asst. Director, DCAT

## **APPENDIX – w**

### **CHECKLIST FOR TRANSPORT PARAMETERS**

#### **DEVELOPER’S CHECKLIST**

(Numbers in brackets refer to the appropriate paragraphs in the Guidelines)

##### **Conceptual Planning:**

Development brief prepared. (1.75, 5.39).

Discuss with planning authority (District or Borough Council, or unitary authority, whether the development is consistent with the Structure Plan or Unitary Development Plan. (1.65)

Discuss with highway authority (county or borough council, or unitary authority, for local roads; Highway Agency for trunk roads, including motorways, in England; Welsh Office or Scottish Development Department respectively for trunk roads in Wales and Scotland) what improvements to the highway network will be needed to handle traffic generated by the development. (1.48, 1.83).

Discuss with the Passenger Transport Executive, or the Transport Co-ordinating Officer of the county or borough council or unitary authority, whether the development can be served by existing public transport routes, whether extensions or diversions to existing routes might be appropriate or whether a new service could be justified. Also discuss the outline locations of parts of the development within the site for ease of access by public transport. (1.49 to 1.52, 1.82, 5.5)

Can other developments be located to generate extra public transport ridership, or can the public transport be routed through existing developments to produce extra ridership) (1.75 to 1.79).

Discussion with planning authority possible Developer Contributions that may be required under Section 106. (5.52 to 5.57)

Is land reclamation or earth-moving involved ? If so, discuss implications for public transport access with the Passenger Transport Executive or Passenger Transport Co-ordinating Officer. (1.41)

## **Outline Planning :**

### **Public transport supply**

Has liaison been established with Passenger Transport Executive / local authority Transport Co-ordination Officer? (6.4)

Has traffic implications been discussed with highway authority? (6.4)

Map and list public transport services near the proposed development. Can any serve the development:

- i) without modifications?
- ii) by diverting or extending an existing service?

If a new or modified service is required, has its commercial viability been established by discussion with the PTE/TCO (2.20 to 2.25)

### **Layout (developments served by bus)**

Will the bus service proposed be attractive to users of the development (6.5 to 6.15)

Are the entry and exit points for the development compatible with the local bus network? (6.9)

Does the proposed road layout allow buses a direct route through the developments? (6.8 to 6.14)

Can buses enter and leave the development without traffic delays? If not, consult the highway authority on junction designs and bus priority measures to avoid delays. (6.42, 7.32 to 7.57)

Check bus stop locations for operational efficiency and safety. Conduct initial safety audit of bus stop locations and links to surrounding highways. (6.27 to 6.31)

Does the bus route terminate in the development? If yes, has a bus turning point and standing place been provided? (6.32 to 6.35)

Does the footpath network feed directly to bus stops? (6.3, 6.5, 6.16, 7.8)

Are entrances to buildings close to bus stops? If not, can building locations or orientations be changed to improve access? Are any destinations more than 400 m from a bus stop? Are car parks between bus stops and final destinations? (6.20 to 6.26)

Can passengers get to and from bus stops without crossing major roads? If not, are safe crossing facilities provided? Initial safety audit of pedestrian routes. (6.24, Fig. 6.7)

Has space been left for accessible bus stops and bus shelters? (7.10 to 7.14, 7.22 to 7.28)

## **Layout (developments served by rail)**

Will there be a rail station within the development? If yes, has development been discussed with the Rail Regulator, Railtrack and the local Train Operation Companies (contact through the PTE or TCO)? (1.55 to 1.62)

Will the train service proposed be attractive to users of the development?

Does the footpath network feed directly to the station? (6.3, 6.5, 6.16, 7.8)

Are entrances to buildings close to the station? If not can building locations or orientations be changed to improve access? Are any destinations more than 800 m from the station? Are car parks between the station and final destinations? (6.20 to 6.26)

Can passengers get to and from the station without crossing major roads? If not, are safe crossing facilities provided?

Is parking required at the station to attract other passengers to improve the viability of the train service?

## **Developers contribution and general**

What Developer's Contributions will be required under Section 106? (5.52 to 5.57)

Conduct initial accessibility audit of footpaths, bus stops and/or railway station for the Disability Discrimination Act 1995 (7.7, 7.4)

## **Detailed Planning**

### **Developments to be served by bus**

Does road network provide space for buses?

- i. Lane width 3.65 m on bus routes (but see 6.53 to 6.60 for residential developments).
- ii. Space for swept path at junctions. (Figures 6.10 and 6.11)
- iii. Turning point for terminating bus services. (6.32 to 6.35)
- iv. Standing space for terminating buses (6.32 to 6.35)
- v. Space for any bus priority measures. (7.32 to 7.57)
- vi. Road structure strong enough for axle loads of buses. (11.5 tonne)

### **Bus stops**

- i. Will bus stops be needed or will bus service be "hail and ride"? (6.23)
- ii. Confirm stop locations are close to final destinations for passengers.

- iii. Check stops are not isolated, windswept, near waste ground or other open space that would be perceived as hazardous by passengers.
- iv. Can buses use stops without being delayed by other traffic?
- v. Do stopped buses pose hazards for other traffic?
- vi. Is it possible to use bus boarders or kerb-side stops? Are bus bays inevitable?
- vii. Sight lines for buses and other traffic. (6.27)
- viii. Safety audit of bus stop location and design.
- ix. Drainage designed to minimise puddling at bus stops. (7.15 to 7.17)
- x. Kerb height 125 mm at bus stops. (160-180 mm at bus boarders)

### **Bus stop furniture**

- i. Can bus stop flag be mounted on lamp standard or bus shelter? (7.25)
- ii. Check with PTE or TCO for preferred type of shelter, and possibility of free supply by advertising company. (7.28)
- iii. Check footway width two metres minimum past the shelter. (7.22)
- iv. Check space for ramp or lift from accessible bus. (7.24)
- v. Check street lighting satisfactory for stop. (7.25)
- vi. Check planned provision of information at stops. (7.29 to 7.31)
- vii. Name of stop visible to passengers within the bus? (7.29)

### **Footpaths**

- i. Check routes from buildings to stops are direct and less than 400 m.
- ii. Check footpaths well overlooked with good sightlines for users.
- iii. Check footpath lighting.
- iv. Check footpath gradient preferably not steeper than five percent.
- v. Footpath surfacing prevents puddling; cross-fall or camber of two percent for drainage.
- vi. Footpath width two metres, with narrowest pinches at obstructions not less than one metre.
- vii. Check signage for pedestrians to and from bus stops.
- viii. Possibility of shelter from weather along footpaths.

### **Pedestrian safety**

- i. Check safety of pedestrian crossings at all major roads.
- ii. Conduct safety audit of pedestrian travel in development.

### **Traffic management**

- i. Do buses require priority measures within the development? If yes, identify problems needing solutions, list possible measures to solve problem select most appropriate solution. (7.32 to 7.57)
- ii. Ensure space is available for priority measures.
- iii. Do buses require priority measures entering or leaving development? If yes, liaise with highway authority to identify problems needing solution, list possible measures to solve problem, select most appropriate solution.

- vi. Do local buses carry transponders? Check with PTE/ICO to ensure systems on development compatible with any local equipment (7.51)
- v. Are traffic management measures needed to discourage car use? (7.58 to 7.62)

### **Bus service**

- i. Contract local bus operator through the PTE or TCO. Agree service to be provided when development occupied and timetable for service introduction.

### **General**

- i. Audit accessibility of footpaths, bus stops and planned bus services.
- ii. Check plans for public transport information in buildings on development.

Developments to be served by rail

### **Footpaths**

- i. Check routes from buildings to station are direct and less than 800 m.
- ii. Check footpaths well overlooked with good sightlines for users.
- iii. Check footpath lighting.
- iv. Check footpath gradient preferably not steeper than five percent.
- v. Footpath surfacing prevents puddling; cross-fall or camber of two percent for drainage.
- vi. Footpath width two metres, with narrowest pinches at obstructions not less than one metre.
- vii. Check signage for pedestrians to and from station.
- viii. Possibility of shelter from weather along footpaths.

### **Pedestrian safety**

- i. Check safety of pedestrian crossings at all major roads.
- ii. Conduct safety audit of pedestrian travel in development.

### **Rail service and traffic management**

- i. Liaise with Rail Regulator and Train Operating Company on rail service.
- ii. Liaise with Railtrack on station design.
- iii. Decide on need for additional parking at station.
- iv. Are traffic management measures needed to discourage car use by travellers to development?

### **General**

- i. Audit accessibility of footpaths, station and planned train services.
- ii. Check plans for public transport information in buildings on development.

**PUBLIC & SUSTAINABLE TRANSPORT ASSESSMENT**

**Form ST6**

Site Ref : \_\_\_\_\_ Date \_\_\_\_\_

Short Title : \_\_\_\_\_ H  ah

Adur     Chichester     Mid-Sussex  
 Arun     Crawley     Worthing

RAIL STATION \_\_\_\_\_ Distance \_\_\_\_\_  
 Services : \_\_\_\_\_

<b>BUS ROUTES Nos:</b>		<input type="checkbox"/>	Distance : _____				
Operators : _____		<input type="checkbox"/>					
Frequency (Buses per Hour)	Daytime:	<input type="checkbox"/>					
	Evening:	<input type="checkbox"/>					
Funded by WSC	Sundays	<input type="checkbox"/>					
	All? Part?	<input type="checkbox"/>					

**CYCLING AND WALKING**

**SUGGESTED IMPROVEMENTS**

- |   |   |
|---|---|
| <input type="checkbox"/> Bus Shelters.....      | <input type="checkbox"/> Rail improvements.....         |
| <input type="checkbox"/> Evening Services ..... | <input type="checkbox"/> Bus Priority .....             |
| <input type="checkbox"/> Sunday Services.....   | <input type="checkbox"/> Ped. / Cycle Improvement ..... |
| <input type="checkbox"/> Daytime Services ..... | <input type="checkbox"/> Travel-Wise Plan.....          |
| <input type="checkbox"/> Altered Routeing.....  | <input type="checkbox"/> Planning Agreement.....        |

**PARKING**

- Provide Secure, Convenient, Covered Cycle Parking
- 1 Per Bed Space     1 to every 4 Employees/Customers     Other \_\_\_\_\_

Cars / Lorries / Buses .....

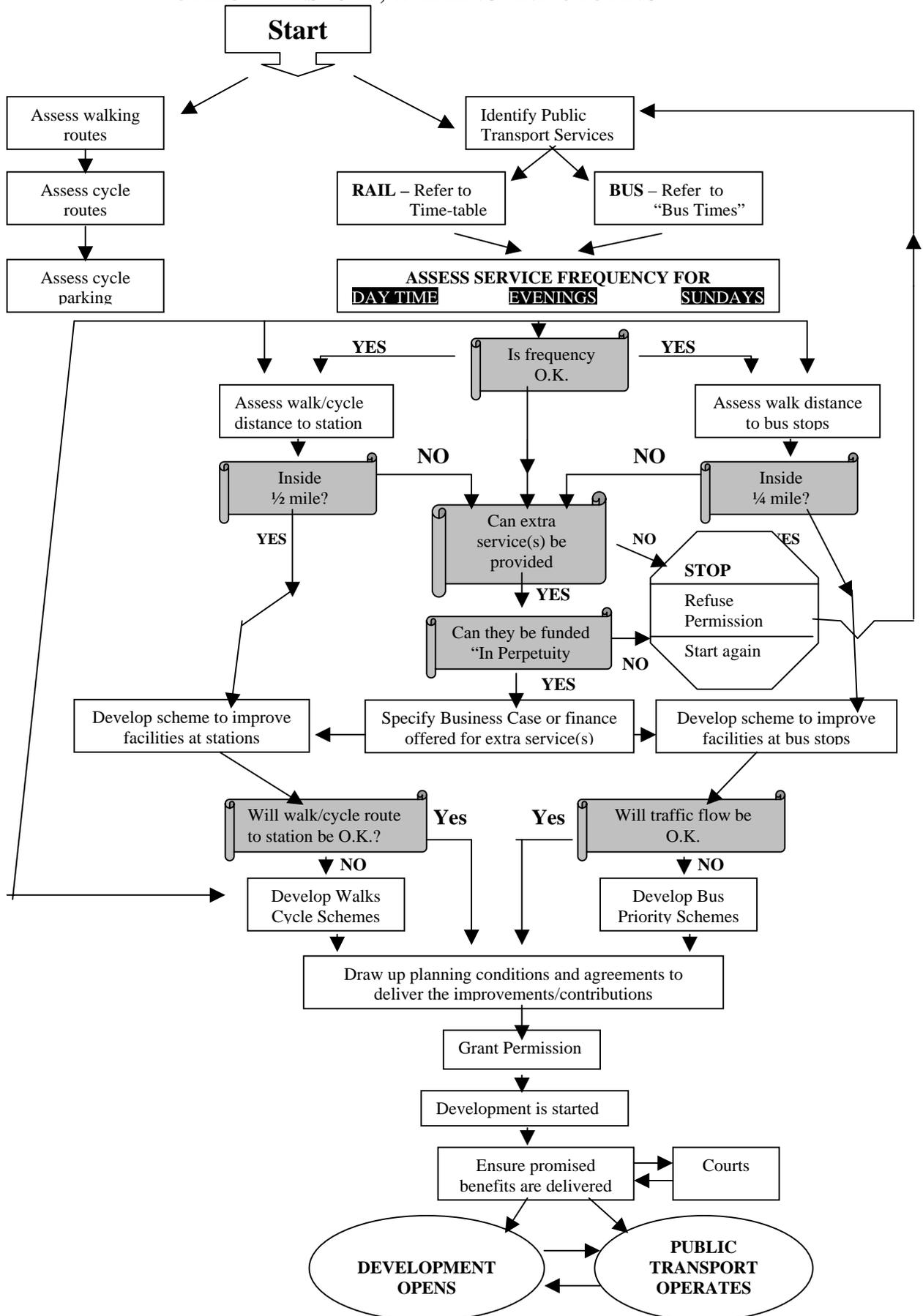
**RECOMMENDED :**

- Is Accessible to Public Transport
- Is not Accessible to Public Transport (Reason for Refusal)
- Is not accessible to Public Transport But could be made so by a Planning Agreement

**OTHER**

Signed : .....

## FLOW CHART FOR ASSESSING REQUIREMENTS FOR PUBLIC TRANSPORT, WALKING AND CYCLING



## A Typical Bus Operator's Checklist

(Based on the Checklist for the Audit of Bus Services into / around Heathrow)

ROUTE No. \_\_\_\_\_ (One sheet per route. Complete both sides)

1. Status within tender procedure
2. Route length
3. End-to-End journey time Peak  
Off-peak
4. Vehicle type  
Make/age/number in fleet  
  
Percentage low floor (cost for 100%)  
  
Capacity (i) Seated (ii) Standing  
Luggage space (high/medium/low)
5. Bus stop / waiting environment  
Number of stops / Percentage with timetables  
  
Number of shelters  
  
Percentage with good facility Illuminated  
2/3 way enclosed  
Seating  
Undersized  
  
Security issues (cctv / alarms / etc)
6. Vehicle tracking  
Percentage of fleet with AVL / timescale / cost  
  
Percentage of route with real time displays / timescale / cost
7. Bus priority  
General need for bus priority (high/medium/low)  
  
Status in any bus priority programme / estimated cost  
  
Reliability of route as a whole  
  
Percentage of miles lost through congestion
8. Driver  
Customer service / attitude

Percentage with uniforms / appearance

9. Patronage
  - i) Total patronage per route.
  - ii) Percentage of patronage to / from Heathrow area.  
(Users to / from A4 (between Hatch Lane, Compass Centre and Harlington Corner), Hatton X, Southern Perimeter Road, all terminals) – see Connections Map for area).
  - iii) Percentage year on year changes for (i) above – note any major route changes).
  - iv) Percentage year on year changes for (ii) above – note any major route changes).

10. Cost of operation

Gross annual cost of operation

Total cash revenue

Total off-bus revenue.

Net annual deficit.

The above data is for planning purposes only.

It will be kept confidential within the Heathrow Area Transport Forum.

It will be used to prioritise services and corridors which are in most need of support.

It will benchmark a patronage base for monitoring change.

If you have any additional comments, notes or suggestions please feel free to comment.

Please use only one form per route. Where routes bifurcate (74/5; 436/441; 555/6/7)  
Please use separate forms for the separate legs

## APPENDIX – x

### Environmental impact questions

Single-purposism, as we have seen, tends to create projects that harm the environment. Instead, we should design projects with as favourable an environmental impact as possible. This is the objective of environmental impact design.

The questions about impact in this appendix have been grouped, as general and sectoral questions, similarly to their discussion in the book. Clearly, they overlap and the list is incomplete. It needs to be elaborated. As land-users, we tend to take an interest in the environmental consequences of our neighbours activities and to resent questions about our own. We are aggrieved when public goods are damaged and delighted when the supply is augmented. If damage is unavoidable, we expect compensatory measures. Environmental compensation, delivered at the point of impact, is economically more efficient than financial compensation. It goes to the people who have suffered a loss. We should, by asking questions, audit *the impact of development projects on public goods*.

- \* **when a landowner applies for planning permission, a building licence or authorization from an environmental quality regulator;**
- \* when public money is to be spent on a project, so that society can obtain the maximum social benefit at the minimum social cost.

**The questions can be used to carry out a public goods audit of proposed development projects.**

## PART 1 – General questions

*Objectives* Is it a single-objective project or a multi-objective project?

*Planning process* Have the affected landowners and land-users helped to generate the plan?

*Impact on public goods* Will the existing stock of public goods be increased or decreased?

*Compensation* If existing public goods will be damaged, what environmental compensation it proposed?

*Relationship to local plans* Does the project design contribute to local plan objectives for improving the stock of environmental public goods (natural, social and visual)?

*Urban design* How does the project design relate to local urban design objectives?

*Sustainability* Does the project design contribute to sustainability objectives?

*Transport* How will the project encourage the use of self-powered transport and public transport?

*Vegetation* Will the project design increase or reduce the quantity and diversity of plant life?

*Surface water* Will the surface-water runoff from the site be increased or reduced?

*Landform* How does the project design relate to the habitat potential plan for the locality?

*Habitats* How does the planting design relate to the habitat potential plan for the locality?

*Greenspace* Is the project design compatible with the objectives of the local greenspace plan?

*Recreation* Is the project design compatible with local recreation objectives?

*Air* How does the project design relate to air quality objectives?

*Scenic plan* Is the project set in an area of low, medium or high scenic quality? How will the scenic quality be affected by the project design?

*Spatial quality* How does the project design relate to the local plan for spatial quality?

*Skyline* How will the local skyline be affected by the project design?

*Zoning* what landscape character zones overlap the site?

*General character* How does the development project respond to the Genius of the proposed character designed to be identical to, similar to or different from that of its surroundings? What is the value of the SID Index for the projects?

*Detailed character* How does the development project respond, in detail, to the character of its surroundings (e.g. architectural style, plant materials, construction materials etc.). Are the design details intended to be identical, similar or different?

*Nature* Has the project been designed *with* nature or against nature?

*Language* What does the project 'say', in the language of the environment?

*Archetypal patterns* What extension will be made to larger-scale Alexander patterns? What provision will be made for smaller-scale Alexander patterns?

*Material colour* Will the colour relationship with local construction and plant materials be one of similarity, identity or contrast?

*Planning information system* Has the project design been checked against the historical records and development plans in the local planning information system?

## **PART 2 : Sectoral quations**

### **PUBLIC OPEN SPACE**

*Access* Is the open space designed to be bounded or unbounded?

*Character* Will the predominant character be that of a man-made or a natural area?

*Use* What provision will be made for specialist activities in the public open space?

*Colour* What is the most appropriate colour to symbolize the intended character of the public open space?

*Planning* How will the public open space relate to adjacent land-uses?

*Historic conservation* How does the present design reflect previous designs for the site?

*Nature conservation* How does th public open space contribute to wildlife, water and air-quality objectives?

*Markets* will there be a provision for the sale of goods in the public open space?

*Management* will the management of the open space be funded with national, regional local or community finance, by a public-private partner-ship or by a private organization? Has creation of a non-profit community trust been evaluated?

*Ownership* Will there be a direct relationship between the ownership and the control of the public open space?

*Greenways* In what sense will the open space be “green”? For what types of traffic will it be a “way”?

### **RESERVOIRS**

*SID index* Is the reservoir designed to be similar to or different form its surroundings?

*Reservoir fringe land* will the waterfront land be urban, agricultural estuarine, recreational or natural?

*Urbanization* Is it appropriate to design the reservoir in conjunction with a new settlement?

*Reservoir margin* What physical and biological works will be carried out before the land is inundated (e.g. to create beaches at water level and habitats beneath water level)?

*Recreation* How will the reservoir improve opportunities for outdoor recreation?

*Swimming* What provision will be made for outdoor swimming?

*Habitat creation* How will the reservoir contribute to creation of new habitats?

*Scenery* How will the reservoir improve the scenery?

*Archaeology* Has the land to be flooded been considered as an underwater archaeological reserve?

## **MINERAL WORKINGS**

*Quality* Will the landscape be at least as useful and as beautiful after mining as before?

*Plant and machinery* How will adverse side-effects be mitigated? What beneficial side-effects are planned?

*Mineral operation* What harm will be done? How will the landform be adapted to produce a beneficial end-result?

*Phasing* Is there a phasing plan for the completion of mineral workings and the establishment of after-uses?

*Character* at surface level, will the post-mining and pre-mining landscapes be similar, identical or different?

*After-use* Has consideration been given to planning for a range of possible after-uses?

*Landownership* Should the community help acquisition? Will the land pass into public ownership when the extraction process is complete?

## **AGRICULTURE**

*Character* Should the existing character of the agricultural land be conserved, or should a different character be developed?

*Public goods* What public goods are produced? What public goods could be reproduced? Who will pay for the public goods? Should the landowner receive a wage or a rent for the public goods provided?

*Mapping* From which points of view has the agricultural land been mapped?

*Strategic reserve* Will the farm provide a strategic reserve capacity for food production? If land goes out of production, how long would it take to bring it back into production?

*Conservation* Will the farm contribute to water conservation, historic conservation and scenic conservation objectives?

*Recreation* Will access to the countryside be improved?

*Food* Will the supply of wild food and non-industrial food be improved?

*Geography* Has the supply of public goods been considered in relation to their local, regional national and international availability?

*Implementation* What arrangements have been made to implement a farm landscape plan?

*Ownership* Will any easements or common rights be purchased or pass into public ownership for another reason?

*Finance* Will the public benefit from money spent on agricultural production subsidies?

## **FORESTRY**

*Character* Will the forest be beautiful and productive? Will it have sparkling streams, bright pools, dark swamps, open glades, black groves and many animals?

*Internal land-relationship* How many land-use objectives have been incorporated into the forest design plan?

*External land-use relationships* How has the forest design been integrated with the pattern of surrounding land-uses?

*Myth* Have any myths or stories been incorporated into the forest design?

*Land cover* Which parts of the forest will be wooded and which will be open land?

*Food* What wild food will be produced within the forest?

*Wildlife* How will wildlife benefit from the forestry operations?

*Ancient woods* What areas have been set aside to become ancient woods?

*Roads* Have recreational, aesthetic and conservation objectives been considered in the design of forest roads, rides and fire breaks?

*Public participation* How will the local community help to design and manage the forest?

*Silviculture* Which silvicultural systems will be used? Will any of the forest land be clear-felled or managed by selection forestry?

*Management* Will forestry objectives receive different priorities in different compartments of the forest?

*Landscape plan* Will the forest landscape plan be published, discussed with community groups, deposited in local libraries and exhibited on note boards?

## **RIVERS AND FLOODS**

*Drainage* Will the volume and rate of surface-water runoff from the site be increased or reduced?

*Flooding* Which areas of town and country will be allowed to flood and with what frequency?

*Detention* Will any special measures be taken to detain surface water within the development site boundary?

*Infiltration* Will surface-water infiltration be increased or reduced? What special techniques will be employed?

*Roof vegetation* Will the roofs of new buildings be vegetated? If not, why not?

*Pavements* Will porous paving be used in the development? If so, will there be an adverse impact on water quality?

*Riverworks* What is the intended use and character of the reach where the works will take place?

*Recreation* What provision will be made for outdoor swimming, boating and other recreational activities?

*Coastal works* What is the intended use and character of the coastal area where the works will take place? Is project design single-purpose or multi-purpose? Are the works designed in the context of a coastal landscape plan?

## **TRANSPORT**

*Colour* What is the most appropriate colour to symbolise the intended character of the routeway?

*Names* Will the proposed route be a road, a ride, a highway, a lane, a track, a footpath, a speedway, a bridleway, a street, an avenue or an autoroute?

*Multi-mode sharing* To what extent will traffic modes share the paved surface? To what extent will traffic modes be segregated?

*Cycling* Will a provision be made for cycling and cycle storage? Will the use of cycles and the safety of cyclists be monitored?

*Transport interchanges* Have modal interchange points been integrated with other land-uses? Do they make provision for cycle storage? Have they been designed as attractive multi-functional spaces?

*Conservation* Will historic transport routes be conserved?

*Alignment* Has the route alignment been adapted to its context? Was it produced using standard criteria from a design manual?

*Phasing* What provision has been made for future changes in the route's use and character?

*Margin details* Does the treatment of walls, fences, banks, drains and vegetation relate to local traditions, or to an innovatory landscape plan?

## **URBANISATION**

*Location* Where will planned urbanization do the least harm and the most good? Can it be designed in conjunction with other land-uses?

*Size* Will the eventual settlement size be small, medium or large?

*New settlements* What is the best location for the new settlement from the point of view of the local community? Should a local referendum be held to choose sites for urbanization?

*Community involvement* How will the future community be represented in the planning and design process?

*Topography* How will the urbanization relate to the existing topography?

*Regional identity* How will the settlement respond to the character of the local climate, local design tradition and local materials?

*Public open space* Which land is best suited for designation as public open space?

*Earthmoving* Is there an earthmoving plan for the urbanization process?

*Water* How will the pattern of surface-water drainage be affected? Will new water bodies be created?

*Trees* Will the urbanization have an advance tree-planting programme?

*Circulation* What will be done to contribute to a sustainable transport network?

*Finance* If the urbanization benefits from public infrastructure investment, how will the public gain a return from this investment?

## APPENDIX – y

# ASSESSING A BUILDING FOR ACCESS FOR DISABLED PEOPLE

Assessing a building for access for disabled people has been called an access audit. This is often the first part of the process of improving provision in an existing building, and can, if done correctly, be the start of an ongoing project that will last the lifetime of the building.

This chapter is designed to illustrate the nature of an access audit and the features that should be looked for in such an audit. Sections cover the areas that should be examined and the ways of commissioning an audit on a building.

## What is an access audit?

An access audit will examine an existing building against predetermined criteria designed to measure the ‘usability’ of the building for disabled people. Usability will range from getting in and getting around to getting out. Depending on the measurement criteria, the assessment will examine how much of the facilities can be used *independently* by disabled people. A through audit will look at more than just physical mobility and disability. It will also examine use of the services by people with sensory disabilities and mental disabilities. The limit of what is to be assessed will depend on the frame of reference of the project. All inclusive audits will examine printed material and publicity, staff attitudes and the physical and management issues within the building .

## Beginning a project

Before deciding to conduct an audit of a building it is important to have a clear understanding of the following:

- \* The purpose of the audit
- \* What the criteria for measurement will be and what will be assessed
- \* The expected outcomes and their format
- \* Who is to carry out the audit
- \* The reporting of the results
- \* The follow-up procedure and evaluation of progress.

The management of audit information and the construction of the project are key factors in success of a project.

## **What are the purposes?**

**Most access audits are launched with only a vague idea of what they are intended to achieve, high expectations of what they will achieve, and a lack of perception of the management procedures involved in implementing the changes that are required. Audits are conducted for three main reasons:**

1. Comparative surveys; to gather data on the accessibility of the building or facility to build a comparative table of accessibility of buildings. Projects such as the Audit Commission were designed for this type of collection. This enables a statistical comparison of service provision across a region, and also a longitudinal approach to service provision over time.
2. Analytical surveys; to gather data which indicates the accessibility of a building for publication in reference works, directories and guides for disabled people will use to decide where they should go for services. The data is then disseminated through organizations such as Artsline, which provides a telephone enquiry service for disabled people in London to find details of entertainment and more recently, restaurants.
3. Adaptive surveys; to gather information which is designed to generate change. These audits measure area of inaccessibility and generate recommendations for improvement. Good audits of this nature will also prioritise the improvements and make detailed recommendation. These recommendations may indicate a cost associated with the change and the optimum timescale. This type of audit can be used to generate a 'master plan' for change.

**Collection of the same information can be used for all the above objectives, but the intended out come will determine how the information is collected, the process and by whom it is collected.**

## **Who should do the audit?**

**Research that we carried out for the Arts Council of England in 1993 indicated that the most successful audits and surveys were undertaken by a mixture of disabled and able-bodied audit teams using questionnaires designed primarily by disabled people. Success is taken to mean that the data collected were accurate and detailed, and represented the difficulties that a disabled person would encounter.**

Audits carried out by these groups will often fall into the first two categories of the Comparative and Analytical Survey types. In order to produce the Adaptive Survey the surveying and reporting team should be experienced in the design of building for disabled people and the processes required for their implementation. They will also need to assemble their cost recommendations from a knowledge database of products and costs of installation and building work. It is likely therefore that this type of group would include disabled people and Architects experienced in adaptive work.

## DIY audits

There are guidance documents and books on conducting your own surveys and audits. Packs, such as those from RADAR and the Centre on Accessible Environments and All Clear Designs will certainly give a large amount of information to the newcomer to the field, as will questionnaires designed by The Access Officer's Association for compliance with the Audit Commission surveys of public buildings. However, these guides and questionnaires will result in a mainly mechanistic understanding of access, and are useful only for the most cursory investigation of a building's difficulties or potential.

Kits of questionnaires and measuring devices – for measurement of door-opening forces, lighting level and ramp gradients – can be purchased from organizations such as All Clear Designs.

The other approach is to attend courses on auditing procedure, such as those run by the Centre of Accessible Environments and longer-term (one year) courses such as the 'Environmental Access' course run by the Architectural Association.

However, where a thorough assessment of the building is needed it is normally better to employ the services of professional organizations and consultants who are experienced in this area. The Centre on Accessible Environments has an Architectural Advisory Service, based on a register of architect members with experience of access; some of whom will have experience of auditing. The Centre also has experienced auditors who will carry out assessment. A condition of registration is that the organization will give you one hour of their time free to visit the building in question and provide you with advice on how they would proceed. (They may charge travel expenses). The Arts Council of England has also compiled a directory of consultants in disability and the arts, called *Off the Shelf and Into Action*. The directory breaks down groups by services offered and by geographic region and is available from the Arts Council of England for approximately £ 15.

Local access groups are extremely useful in having local knowledge as well as a wide range of experienced disabled people. Some local groups are known to the planning departments of the local council, the Social Services Department and may be in the *Yellow Pages*.

**Assistance can also be gained in the first instance from Access Officers. There are normally based in the planning department or the Chief Executive's office of the local council. An Access Officer is given the task of implementing equal opportunities where they relate to disabled people, across a council's services. They are an extremely good source of advice on access questions, and should be one of the first people to be consulted.**

It is recommended that up to three organizations are contacted to help formulate a strategy. The strategy should be drawn up into a brief, and this can then be issued to gain comparative tenders. Most briefs of this nature will ask for the experience of the organization, measurement methodology and the criteria against which they will be measuring the building, with the output format and the likely outcomes of the survey.

## **Accessing facilities**

Access audits fall into two different categories :

1. Audits that assess the presence of facilities for disabled people.
2. Audits that are designed to assess how well the facilities in the building will *work* for disabled people.

The main types of access audits are illustrated in Figure 3.1

The first type of audit is frequently carried out by questionnaire on a 'ticking' basis – i.e. the question is asked 'Is there an accessible toilet?' The response is entered into a tabular reporting procedure to show the presence or absence of such a facility.

The second type of audit involves a visit to the building where the nature of the facility and how well it will work for disabled people are measured. This nature of the assessment is vital to the success of an access audit. Important distinctions can be made, which a simple recording procedure cannot show. For instance, the difference between a Disabled Toilet and an Accessible Toilet lies in their layout and their ability to be used. Pure recording of the facilities will probably result in a tick for the presence of a disabled toilet, if there is a toilet with the wheelchair user symbol on the door. However, due to the poor design and layout of many of these toilets facilities, many would fail the assessment as being an Accessible Toilet because they are unusable by disabled people.

The simple recording process is unlikely to point out areas in which the facilities can be improved, other than the complete lack of facilities. The assessment of the *working* of the building can generate sensitive suggestions for improvement, where the improvement can be made by the 'fine tuning' of the building.

A description of a facility which does or does not work for disabled people will highlight the difficulties. It should also refer to the solutions required to improve the situation.

## **Feasibility's studies**

Feasibility studies take the information from the access audit and use the data to propose detailed architectural changes which will improve the access area noted in the audit document.

## **Assessment criteria**

Second only to the decision to measure the working of the building is the choice of a commonly accepted criterion for measurement of the building. The reason that acknowledgement of the presence of a toilet marked with a disability symbol is not sufficient is that not all toilets are built to the same standard.

## **Who are disabled people?**

The audits targeted group of user must be clarified at the outset. The majority of access audits carried out appear to concentrate on wheel chair use, yet this group represents only 4 per cent of the disabled population. The other 96 percent are people with mobility difficulties, sensory difficulties (such as visual disability and deafness) and learning disabilities. Most disabled people cannot be placed neatly into categories. The nature of disability is that the majority of disabled people have multiple disabilities, with the largest groups of disabled people being in the population aged over 55 years. At current estimates this group of people are 17 percent of the population, a figure which will rise to 19 percent by the year 2025.

The target group to assess therefore ranges from wheelchair users to those who may have reduced vision and who exhibit a degree of mental confusion.

## **Standards and specifications**

With the definition of the disabled population it is important to clarify the areas of the building that will be assessed and the criteria for assessment. It is clear that the current legislative and standards documents are not comprehensive enough. Both Part M of the Building Regulations (1991) and BS 5810 are heavily biased towards the needs of wheelchair users, hardly considering sensory disabilities, and paying no reference to people with learning difficulties.



The other difficulty with using documents such as Part M and BS 5819 is that they are description of minimum acceptable specifications which may allow use by disabled people (in wheelchairs). The standards make no reference to the ease of use of the facilities, not the selection and use of the fixtures and fittings required to use them.

## **What to assess**

### **Attitudes**

Not surprisingly, the attitudes of a building management, front-line staff and management may have more impact on disabled people using a building than the physical aspects of the building. A building that is completely accessible but staffed by people who are not welcoming, helpful and understanding of the issues around disability is likely not to be frequented by disabled people.

Assessing attitudes of the people operating a building is notoriously difficult to do. It is easier and fairly indicative to carry out a *Training Audit* to assess the level of disability equality training, customer care and any other specialist training that the staff may have had.

### **Publicity / printed material**

The design of publicity and marketing information such as leaflets and posters must be sensitive and appropriate to the target market. Use of language, images and media must be accessible, including literature particularly aimed at young people with learning difficulties. It should also be noted that there is a requirement for the production of publicity in formats that include large print, tape and Braille.

### **Content**

Content of publicity material in terms of language, images and portrayals can be assessed for their impact and appropriateness to groups of disabled people.

### **Layout**

The layout and typographic elements contained in the publicity material determine its accessibility to people with visual and cognitive disabilities. Requirements do not necessarily prevent designers from production exciting and satisfying products.

## **Physical aspects**

The physical aspects of a building form the core of an access audit. Areas which should typically be covered include:

### ***Physical access***

- \* Transport, parking, entrances, entrance matting, ramps (design, platforms, handrails, gradients and lighting)
- \* Doors – automatic (operation control, safety devices, operation procedure) and manual (closing forces, clear opening widths, vision panel and door furniture)
- \* Lighting – levels, location, glare and location of control switches.
- \* Short-rise lift platforms – location, size, operation, buttons and alarms
- \* Wheelchair stair lifts – location, type, controls and size
- \* Lifts – size, voice enunciation feedback, buttons, lighting and alarm telephones
- \* Floor finishes (carpet pile, colours, non-slip and visibility)
- \* Stairs – nosings, handrails, finishes and light levels
- \* Reception desks / box office desks
- \* Acoustics and acoustic treatment of spaces

### ***Decoration***

- \* Colours of wall, floor, ceiling and other features
- \* Contrasts and visual mapping
- \* Use of colour to distinguish and code areas

### ***Fire escape / evacuation***

- \* Training, escape / evacuation lifts, design of places of refuge (BS 5588 Part 8, to allow access to floors other than the ground floor) and their use, evacuation procedures, evacuation routes, 'Evac' chairs, fire alarms (visual, tactile and auditory), fire extinguishers, automatic building protection
- \* The design, location and lighting of signs

- \* Visual fire alarm warning
- \* Alarm procedures and alarm / emergency response cards

### ***Sanitary facilities***

- \* Toilets – location, size, alarms (and alarm procedures), fittings (colours, types, location and maintenance), taps/sinks, water temperatures, doors (size, door furniture, signage and automation), sanitary disposal and light levels
- \* Showers – size, types, fittings, layout, floor surface, temperature, pressure and lighting
- \* Changing areas – location, facilities, floor surfaces and light levels

### ***Wayfinding***

- \* Directional signage – size, typefaces, raised lettering, heights, colours, textual and graphic, location, layout, arrows and light levels
- \* Maps and guides – tactile and taped
- \* Door / floor signs and other markings (warning)

### ***Communications equipments***

- \* Telephones – minicom systems, inductive couplers, alarm systems and induction loops
- \* Computers – information technology to assist disabled people, such as text magnification for people with a visual disability
- \* Tannoy and paging system
- \* Front of house – induction loops on box office and meeting rooms
- \* Alarms and alarm procedures

### ***Refreshment / recreational facilities***

- \* Restaurants, bars, tea bars, rest rooms, kitchen and vending areas (machines, etc.) (these are assessed under similar areas to the physical access section)
- \* Shops and shopping areas – size, layout cash desk, price list and labels

### ***Health and safety***

- \* Signs, first-aid rooms (rest room), first-aid kits and training

## **How to report**

The report format of an access audit is crucial to the success of the proposed outcome. These were illustrated earlier in Figure 3.1

It is important to locate the team supervising the audit in a department of the company, council or authority who have an understanding of the issues involved in the audit and, more importantly, of the implementation of change. It will be this group that takes the information that has been collected in the auditing procedure and develops it into an implementation plan.

## **Conclusion**

It is important to have a clear idea of what is being assessed and the purpose of the assessment before any work begins. The purpose of the assessment will determine the areas that are to be assessed, the reporting format and the composition of the report's targets.

There are many consultants who can advise and carry out surveys of this nature or support internal groups undertaking their own surveys. The role of disabled people in the design of assessments and carrying them out cannot be overstressed.

**APPENDIX – z**

**INTERNATIONAL TOURIST ARRIVALS**

**WORLDWIDE AND BY REGIONS**

**1991-2000\***

**(Arrivals in Millions)**

<b>Region</b>	<b>1991</b>	<b>1992</b>	<b>1993</b>	<b>1994</b>	<b>1995</b>	<b>1996</b>	<b>1997</b>	<b>1998</b>	<b>1999</b>	<b>2000*</b>
<b>WORLD</b>										
Arrivals	462.7	500.9	515.7	550.3	550.3	597.4	618.2	626.5	650.4	698.8
%Change	--	8.3	3.0	6.7	0.0	8.6	3.5	1.3	3.8	7.4
<b>AFRICA</b>										
Arrivals	16.2	18.0	18.5	18.9	20.1	21.8	23.2	24.9	26.5	27.6
%Change	--	11.1	2.8	2.2	6.3	8.5	6.4	7.3	6.4	4.2
<b>AMERICAS</b>										
Arrivals	95.5	102.3	102.1	104.8	108.9	115.2	116.6	119.5	122.2	129.0
%Change	--	7.1	-0.2	2.6	3.9	5.7	1.3	2.5	2.3	5.5
<b>EAST ASIA / PACIFIC</b>										
Arrivals	56.4	64.2	71.2	76.8	81.4	89.0	88.3	88.0	97.6	111.9
%Change	--	13.8	10.9	7.9	6.0	9.3	- 0.8	- 0.3	10.9	14.7
<b>EUROPE</b>										
Arrivals	282.9	302.3	309.9	334.8	323.4	353.7	371.1	373.7	380.2	403.3
%Change	--	6.9	2.5	2.5	3.4	9.4	4.9	0.7	1.7	6.1
<b>MIDDLE EAST</b>										
Arrivals	8.4	10.5	10.5	11.1	12.4	13.3	14.3	15.1	18.2	20.6
%Change	--	25.0	0.0	5.7	11.7	7.3	7.5	5.6	20.5	13.2
<b>SOUTH ASIA</b>										
Arrivals	3.3	3.6	3.5	3.9	4.2	4.4	4.8	5.2	5.8	6.4
%Change	--	9.1	- 2.8	11.4	7.7	4.8	9.1	8.3	11.3	10.3
<b>SHARE OF INDIA</b> (In the world tourist arrivals)	0.36	0.37	0.34	0.34	0.39	0.38	0.38	0.38	0.38	0.38

\* Provisional

SOURCE: World Tourism Organisation.

**APPENDIX – aa**

**INTERNATIONAL TOURIST RECEIPTS BY REGIONS  
(BILLION US \$)**

	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000 *
<b>WORLD</b>										
Receipts	276.	315.	321.	354.0	406.	436.	439.	442.	455.	475.8
% Annual Change	9	4	9	9	2	5	7	5	4	4.5
	--	13.9	2.1	10.3	14.5	7.5	0.7	0.6	2.9	
<b>AFRICA</b>										
Receipts	5.0	6.8	6.8	7.5	8.1	9.2	9.4	9.9	10.3	10.7
% Annual Change	--	36.0	0.0	10.3	13.6	13.6	2.2	5.3	4.0	3.9
<b>AMERICA S</b>										
Receipts	76.7	83.8	89.1	93.2	99.7	110.	116.	117.	122.	136.4
% Annual Change	--	9.3	6.3	4.6	7.0	10.9	5.7	0.3	4.4	11.4
<b>EAST ASIA / PACIFIC</b>										
Receipts	40.4	47.9	53.9	63.8	74.5	82.3	75.7	70.7	75.2	82.5
% Annual Change	---	18.6	12.5	18.4	16.8	10.5	- 8.0	- 6.6	6.4	9.7
<b>EUROPE</b>										
Receipts	148.	169.	163.	181.8	212.	222.	224.	231.	233.	231.5
% Annual Change	5	1	8	10.5	8	2	5	7	1	0.7
	----	13.9	- 3.1		17.6	4.4	1.0	3.2	0.6	
<b>MIDDLE EAST</b>										
Receipts	3.8	5.1	5.7	6.4	7.6	8.2	9.2	8.8	9.8	9.7
% Annual Change	---	34.2	11.8	12.3	18.8	7.9	12.2	- 4.3	11.4	- 1.1
<b>SOUTH ASIA</b>										
Receipts	2.3	2.8	2.7	3.1	3.5	3.8	4.0	4.3	4.6	5.1
% Annual Change	---	21.7	- 3.6	14.8	12.9	8.6	5.3	7.5	7.0	10.9
<b>SHARE OF INDIA</b> (In the world tourist receipts)	0.67	0.67	0.66	0.66	0.64	0.65	0.66	0.67	0.66	0.67

\* Provisional

SOURCE: World Tourism Organisation.

## APPENDIX – bb

### ESTIMATED DOMESTIC AND FOREIGN TOURIST VISITS DURING

State / U.T.	1998		1999		2000		Prop. To the Total (%)	
	Domestic	Foreign	Domestic	Foreign	Domestic	Foreign	Domestic	Foreign
<b>Northern Region</b> Jammu & Kashmir, Himachal Pradesh, Punjab, Haryana, Uttar Pradesh, Delhi, Chandigarh								
Total	53209461	2068655	57544888	2185037	63122040	2279383	30.0	37.6
<b>Southern Region</b> Andhra Pradesh, Karnataka, Tamilnadu, Pondicherry, Kerala, Lakshdweep, Andman & Nicobar								
Total	75814874	1179194	84612529	1270304	94601776	1313562	45.0	21.6
<b>Eastern Region</b> Bihar Orissa, Sikkim, W. Bengal								
Total	15694536	314609	16462734	309412	17594801	310638	8.4	5.1
<b>Central &amp; Western Region</b> Maharashtra, Rajasthan, Gujrat, Madhya Pradesh, Daman & Diu, Goa								
<b>Total</b>	22947345	1974337	3148379	2063782	33305811	2153438	15.9	35.5

## ESTIMATED DOMESTIC AND FOREIGN TOURIST VISITS DURING

State / U.T.	1998		1999		2000		Prop. To the Total (%)	
	Domestic	Foreign	Domestic	Foreign	Domestic	Foreign	Domestic	Foreign
<b>North East Region</b> Assam, Meghalaya, Manipur, Mizoram, Tripura, Nagaland, Arunachal Pradesh								
<b>Total</b>	529784	2909	567284	3570	1489112	11788	0.7	0.2
<b>G. Total</b>	168196000	5539704	190671014	5832105	210113540	6068809	100.0	100.0

APPENDIX – cc

**DISTRIBUTION OF APPROVED HOTELS AND ROOMS IN  
NORTHEAST INDIA**

S. No. State / Place	5*D	5*	4*	3*	2*	1*	Heritage	Unclassified	Total
<b>Arunachal Pradesh</b>									
Itanagar	--	--	--	--	--	--	--	1	1
	--	--	--	--	--	--	--	10	10
Total (No. of Hotels)	0	0	0	0	0	0	0	1	1
(No. of Rooms)	0	0	0	0	0	0	0	10	10
<b>Assam</b>									
Dibru Garh	--	--	--	--	1	--	--	--	1
	--	--	--	--	38	--	--	--	38
Guwahati	--	--	2	3	2	--	--	1	8
	--	--	154	160	54	--	--	53	421
Jorhat	--	--	--	--	1	--	--	--	1
	--	--	--	--	31	--	--	--	31
Kaziranga	--	--	--	--	--	--	--	1	1
	--	--	--	--	--	--	--	18	18
Sibsagar	--	--	--	--	1	--	--	--	1
	--	--	--	--	29	--	--	--	29
Silchar	--	--	--	--	1	--	--	--	1
	--	--	--	--	44	--	--	--	44
Tinsukia	--	--	--	1	1	--	--	--	2
	--	--	--	38	20	--	--	--	58
Total (No. of Hotels)	0	0	2	4	7	0	0	2	15
(No. of Rooms)	0	0	154	198	216	0	0	71	639

**DISTRIBUTION OF APPROVED HOTELS AND ROOMS IN  
NORTHEAST INDIA**

<b>Manipur</b>	0	0	0	0	0	0	0	0	0
<b>Meghalaya</b>									
Shillong	--	--	1	2	--	1	--	--	4
	--	--	50	75	--	40	--	--	165
Total (No. of Hotels)	0	0	1	2	--	1	0	0	4
(No. of Rooms)	0	0	50	75	--	40	0	0	165
<b>Mizoram</b>									
Aizawl	--	--	--	--	--	--	--	1	1
	--	--	--	--	--	--	--	28	28
Total (No. of Hotels)	0	0	0	0	0	0	0	1	1
(No. of Rooms)	0	0	0	0	0	0	0	28	28
<b>Nagaland</b>	0	0	0	0	0	0	0	0	0
<b>Sikkim</b>									
Gangtok	--	--	3	1	--	--	--	--	4
	--	--	104	29	--	--	--	--	133
Total (No. of Hotels)	0	0	3	1	0	0	0	0	4
(No. of Rooms)	0	0	104	29	0	0	0	0	133

## APPENDIX – dd

### SOURCES OF INFORMATION

The major sources of information, which influenced the tourists to visit India, were friends and relatives, general books, travel agents / tour operators, travel guides etc.

S. No.	Country of Nationality	No. of Tourists Reporting Different Sources of Information									
		Tele- vision	Adv. Daily/ Magazine	Advt. Travel Journal	Travel Shows Exhib.	Travel Guides	General Books	Friends and Relatives	Travel agents/ Tour Oper.	India Office	Others
1	Australia	1	7	5	8	11	11	14	11	4	32
2	Canada	4	2	6	3	6	6	13	5	3	12
3	Germany	9	12	16	7	22	29	20	8	6	48
4	France	8	11	5	5	22	18	20	14	3	25
5	Italy	5	4	5	4	9	14	18	10	8	21
6	Japan	2	3	2	2	13	10	15	7	2	22
7	Malaysia	1	0	1	4	2	1	2	0	0	3
8	Netherlands	5	4	5	2	9	14	17	3	1	16
9	Oman	0	0	0	0	0	1	1	2	0	1
10	Singapore	3	4	0	1	0	3	4	0	1	8
11	Spain	1	2	3	2	7	6	9	4	3	6
12	Sweden	0	2	5	2	8	3	4	8	0	10
13	Switzerland	3	3	3	2	7	11	13	11	2	3
14	Thailand	0	0	0	1	0	0	0	0	0	1
15	UAE	0	0	0	0	0	0	2	0	0	0
16	U.K.	38	56	78	63	134	116	147	160	35	151
17	U.S.A.	12	22	17	12	42	51	67	33	9	88
18	Others	23	30	19	23	44	71	79	33	13	106
<b>Total</b>		<b>115</b>	<b>162</b>	<b>170</b>	<b>141</b>	<b>336</b>	<b>365</b>	<b>445</b>	<b>309</b>	<b>90</b>	<b>553</b>

## **APPENDIX – ee**

### **THE NATIONAL WILDLIFE ACTION PLAN ON TOURISM**

The National Wildlife Action Plan makes the following points on the issue of Tourism:

1. Tourism demands must be subservient to and in consonance with the conservation interests of Protected Areas (PA) and wildlife
2. Eco-tourism must primarily involve and benefit local communities
3. Develop national guidelines on tourism within PAs. Ways of benefiting local people directly by tourism should be specified in the guidelines
4. Develop tourism management plans for each PA. Also conduct surveys of existing accommodation and tourist facilities within PAs
5. The Wildlife Institute of India should develop impact assessment techniques and standards that can be used by PA managers to evaluate the negative impacts of tourism on soil, water resources, vegetation, animal life, sanitation or waste disposal and cultural environments
6. Develop stringent standards of waste disposal, energy and water consumption and construction plans and materials used therein
7. A ceiling of the number of tourists and tourist vehicles permitted to enter the PA should be specified. The PA managers must be empowered to use their discretion in closing off certain areas of the PA, for example, an area where a tiger has littered
8. Set up State and Union Territory eco-tourism advisory boards that will regulate tourism activities. Representatives of local people living near PAs, local NGOs and PA managers to be a part of these boards to develop and regulate tourism activities

## **APPENDIX – ff**

### **LIST OF CENTRAL GOVERNMENT MINISTRIES FOR TOURISM DEVELOPMENT COLLABORATION**

Ministry of Agriculture- Indian Council of Agricultural Research (ICAR), Indian Institute of Horticultural Research (IIHR), Krishi Vigyan Kendra (KVK), Water Technology Centre for Eastern Region

Ministry of Commerce & Industries- Agricultural & Processed Food Products Exports Development Authority (APEDA), Industrial Institute of Foreign Trade (IIFT), India Trade Promotion Organisation (ITPO)

Ministry of Communication & Information Technology- National Information Centre (NIC), Department of Tele Communication (DOT)

Ministry of Defence- Defence Research & Development Organisation (DRDO), GREF

Ministry of Environment & Forests- Central Zoo Authority (CZI), Botanical Survey of India (BSI), Zoological Survey of India (ZSI), Medicinal Plant Board, Forest Development Agencies (Joint Forest Management Committees & Eco-development Committees)

Ministry of Health & Family Welfare- Department of Indian Systems of Medicine & Homeopathy

Ministry of Home Affairs- Northeast Council (NEC)

Ministry of Human Resource Development- Department of Education, Department of Women & Child Development

Ministry of Information & Broadcasting

Ministry of Non-conventional Energy Sources- Indian Renewable Energy Development Agency Ltd. (IREDA)

Ministry of Road Transport & Highway

Ministry of Rural Development- Council of Advancement of People's Action & Rural Technology (CAPART), National Institute of Rural Development (NIRD)

Ministry of Science & Technology- Department of Science and Industrial Research, Institute of Himalayan Bio-resources Technology (IHBT)

Ministry of Small Scale Industries & Agro & Rural Industries

Ministry of Textiles- Handloom Export Promotion Council (HEPC), Handicraft & Handloom Export Corporation (HHEC)

Ministry of Tourism & Culture- Archaeological Survey of India, National Culture Fund, Department of Tourism

Ministry of Tribal Affairs

Ministry of Water Resources

Ministry of Youth Affairs & Sports

## **APPENDIX – gg**

### **LIST OF INSTITUTIONAL FUNDING AGENCIES FOR TOURISM DEVELOPMENT**

#### **Indian Non-governmental Organisations (NGOs):**

Infosys Foundation  
Pirojsha Godrej foundation  
Reliance Foundation  
J.R.D. Tata Trust  
Tata Sons Ltd. & various Trusts  
Wildlife Trust of India  
K. Mahindra Foundation

#### **International Non-Governmental Organisations (NGOs):**

Aga Khan Foundation  
Asia Pacific Foundation of Canada  
Asian Cultural Council  
AT & T Foundation  
Aurora Foundation  
Environmental Trust  
Ford Foundation  
Foundation for Deep Ecology  
Gates Foundation  
Global Conservation Fund (Gordon & Betty Moore Foundation)  
Goldman Environment Foundation  
International Fund for Animal Welfare  
Kellogg Foundation  
MacArther Foundation  
National Geographic Foundation  
Paul Getty Allen Forest Protection Foundation  
Paul Getty Trust  
Smithsonian Institute  
The Asia Foundation  
The Carnegie Foundation  
The Rockefeller Foundation  
World Wide Fund for Nature (WWF), International

### **International Government Agencies:**

Department of Environmental Research & Social Sciences, Germany  
German Ministry of Development Co-operation  
National Environment Research Council (NERC), UK  
Netherlands Development Organisation  
Netherlands Organisation for Scientific Research (Earth & Life Science)  
Swiss National Foundation, Switzerland  
The Research Council of Norway (Environment & Development)  
The Swedish Research Council for Environment, Agriculture & Spatial Planning, Sweden  
The United States Agency for International Development (USAID)  
United Kingdom Department of International Development  
United States Department of Fish & Wildlife  
US Global Change Research Programme, USA

### **Inter Governmental Organisations (IGOs):**

Conservation International  
Danish International Development Assistance (DANIDA)  
Department for International Development (DFID), UK  
Environment Programme of European Commission  
Environment Protection Agency, USA  
Global Environment Facility (GEF)  
India Canada Environment Facility (ICEF)  
Indo-Dutch Programme on Alternatives in Development (IDPAD)  
Indo-Norwegian Environment Programme (INEP)  
International Bank for Reconstruction & Development (IBRD)  
International Relations Council (Social Science & Humanities Research), Canada  
International Union for Conservation of Nature (IUCN)  
Japanese Bank for International Co-operation (JBIC)  
National Natural Science Foundation of China  
Overseas Development Administration (ODA)  
The Canadian International Development Agency (CIDA)  
The United Nations Children's Fund (UNCF)  
The United Nations Development Programme (UNDP)  
The United Nations Economic and Social Council (ECOSOC)  
The United Nations Education, Scientific and Cultural Organisation (UNESCO)  
The United Nations Environment Programme (UNEP)  
The United Nations Population Fund (UNFPA)

## APPENDIX – hh

### THE STAFF OF THE TOURISM WING OF DICAT (June 2002)

The total staff strength of the tourism wing of the DICAT is as under (June 2002):

S.NO.	CATEGORY	NO. OF STAFF
	<b>At Head Office in Agartala</b>	
1	Officers	5
2	Planning Section	6
3	Technical Section	14
4	General Section	10
5	Accounts & Store Section	8
	<b>At various Tourist Lodges</b>	
6	Caretaker / Manager	11
7	Other sub-staff	25
8	Casual staff	15
	<b>Total</b>	<b>94</b>

**APPENDIX – ii**

**BUDGET ALLOCATION FOR TOURISM DEVELOPMENT BY  
THE STATE GOVERNMENT OF TRIPURA**

YEAR	AMOUNT IN RS.LAKHS
1999 – 2000	
2000 – 2001	
2001 - 2002	Rs. 88 Lakhs (Plan) & Rs. 24.09 Lakhs (Non-plan)
2002 – 2003	

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