

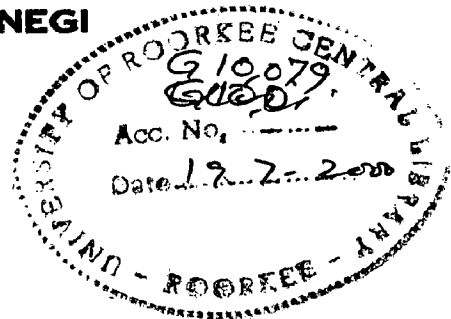
INTEGRATED DEVELOPMENT OF TOURISM IN HIMACHAL PRADESH

A DISSERTATION

*Submitted in partial fulfilment of the
requirements for the award of the degree
of*
MASTER OF URBAN AND RURAL PLANNING

By

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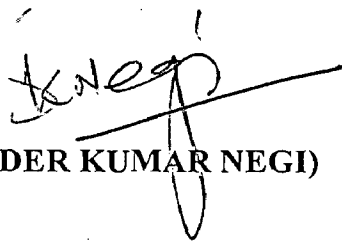
JANUARY, 2000

CANDIDATE'S DECLARATION

I hereby certify that the work, which is being presented in the dissertation, entitled, "INTEGRATED DEVELOPMENT OF TOURISM IN HIMACHAL PRADESH". In partial fulfillment of the requirement for the award of Degree of Master of Urban and Rural Planning, submitted in the Department of Architecture and Planning, University of Roorkee, Roorkee, is an authentic record of my own work carried out during the period from July 1999 to January 2000, under the supervision of Dr. Nalini Singh, Professor, Department of Architecture & Planning, University of Roorkee.

The mater embodied in this dissertation has not been submitted by me for the award of any other degree of diploma.

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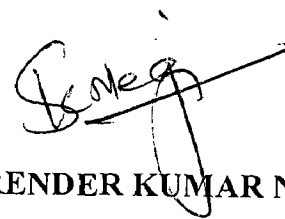
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DATED : 30TH JANUARY, 2000

PLACE : ROORKEE



SURENDER KUMAR NEGI

PREFACE

Since Independence India has made considerable economic progress and advancement in the Industrial, Agriculture and Scientific fields etc. India is one of the most advanced developing country. However, there are many problems like unemployment, poverty, and economic backwardness, etc. in some parts of the country. Himalayan Region of Himachal Pradesh has so many tourist religious places where lakhs of tourists visits every year. But most of the area is undeveloped because industrial development could not be possible. People are migrating to the towns in plains in search of jobs, while the state has the best scenic beauty in India. The only industry, which can be developed in this region is TOURISM.

Having explored the potential of tourism, the state can develop its own economy with tourism clearly identified as a key industry, Himachal Pradesh has much more to offer. It has a vast and valuable treasure of destinations hitherto unexplored or in some cases unexposed. The various fairs and festivals, temple and pagodas, the changing landscapes from Shivalik hills to the high mountains of heavenly Himalayas, in pine avened roads – all adds to the glory and charm of this Pradesh.

In view of the vast tourism potential, the Govt. of Himachal Pradesh should given high priority to this multi-dimensional industry, which has an interface with several other sector of economy. For this purpose a study of tourism potentialities to serve as an economic base has been carried out so that the integrated development can take place in regions of the state.

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CHAPTER-1

1.0 CONCEPTUALISATION

- 1.1 Introduction**
- 1.2 Aims of the study**
- 1.3 Objectives of the study**
- 1.4 Selection of the topic**
- 1.5 Scope of the study**
- 1.6 Limitation of the study**
- 1.7 Methodology**

1.0 CONCEPTUALISATION

1.1 INTRODUCTION

Travel was a privilege of a few rich, affluent and adventurous people earlier. Prior to independence, people were generally scared to move due to insecurity. During the post-independence era, particularly in the last two decades, travel has become a part of life. In the event of manifold increase in transportation facilities and over-all development in various walks of life on one hand and life security on the other, people have become fond of travelling.

Today, tourism has emerged as the second largest industry and an instrument of economic development and employment generation at global level. Because of its multiplier effect it generates faster and at lesser cost more jobs than any other industry, which is a national priority. According to some studies, an investment of Rupees one million in this industry creates 47.9 jobs as compared to 44 by agriculture, 13.8 by transport and 0.2 by railways for the same amount of money. Currently some 19 million persons are engaged in the tourism industry, which accounts for, about 6 per cent of total jobs in India. Considering the significance of tourism, a National Action Plan for Tourism was drawn by the Government of India in 1992 which included a set of strategies for attracting tourist arrivals with a view to increase foreign exchange earnings and generation of employment in the sector.

The strategy during the Ninth Plan is to establish effective coordination with all relevant agencies. It is very encouraging to note that this plan has envisaged tourism development that ensures environmental protection and cultural preservation. A sum of about Five Thousand million has been approved as the budgetary support to this sector. This amount excludes Rs.3,192.3 million generated by the ITDC through its internal resources and extra budgetary resources.

As a result of the sincere efforts, the figure for tourist arrivals has increased from 1.68 million in 1991 to 2.36 million in 1998. The foreign exchange earnings also doubled from US \$ 1,512.7 million in 1990 to US \$ 3,151.7 million in 1997. It is quite

(61)
TABLE : FOREIGN TOURIST ARRIVALS 1991-1998

Year	(Excluding Nationals of Pakistan & Bangladesh)		(Including Nationals of Pakistan & Bangladesh)	
	Number	% Change	Number	% Change
1991	1,236,120	-	1,677,508	-
1992	1,434,737	16.1	1,867,651	11.3
1993	1,442,643	0.6	1,764,830	-5.5
1994	1,562,016	8.3	1,886,433	6.9
1995	1,762,228	12.8	2,123,683	12.6
1996	1,923,695	9.2	2,287,860	7.7
1997	1,973,647	2.6	2,374,094	3.8
1998	1,975,134 (P)	0.1	2,361,234 (P)	-0.5

(12)
TABLE : ESTIMATED FOREIGN EXCHANGE EARNINGS FROM TOURISM SECTOR 1996-98

Year	Unit of Currency (million)	(Including Nationals of Pakistan & Bangladesh)		(Excluding Nationals of Pakistan & Bangladesh)	
		Amount	% Change	Amount	% Change
1991	Rs.	100,499.5	-	98,466.5	-
	US\$	2,962.5	-	2,902.6	-
1997	Rs.	110,514.3	10.0	108,201.9	9.9
	US\$	3,151.7	5.4	3,085.8	6.3
1998	Rs.	117,482.0 (P)	0.6	115,087.2 (P)	6.4
	US\$	3,124.4 (P)	-0.9	3,060.9 (P)	-0.8

(13)
TABLE : SHARE OF INDIA IN THE WORLD TOURISM RECEIPTS

Year	World Travel Receipts (Billion US\$)	Travel Receipts in India (Million US\$)	Percentage Share
1990	266.2	1,512.7	0.57
1991	272.7	1,756.9	0.64
1992	310.8	2,119.8	0.68
1993	317.8	2,104.4	0.66
1994	347.8	2,320.2	0.67
1995	393.3	2,609.2	0.66
1996	433.9	2,962.6	0.68
1997	443.8 (PE)	3,151.7	0.71

(PE) Preliminary Estimates

P = Provisional

Source: Government of India, (1997) Tourist Statistics 1997, Department of Tourism and additional data from the Department for 1998.

encouraging. However, in the global context, this amount is just 0.71 per cent of the total receipts from the tourism sector in the world.

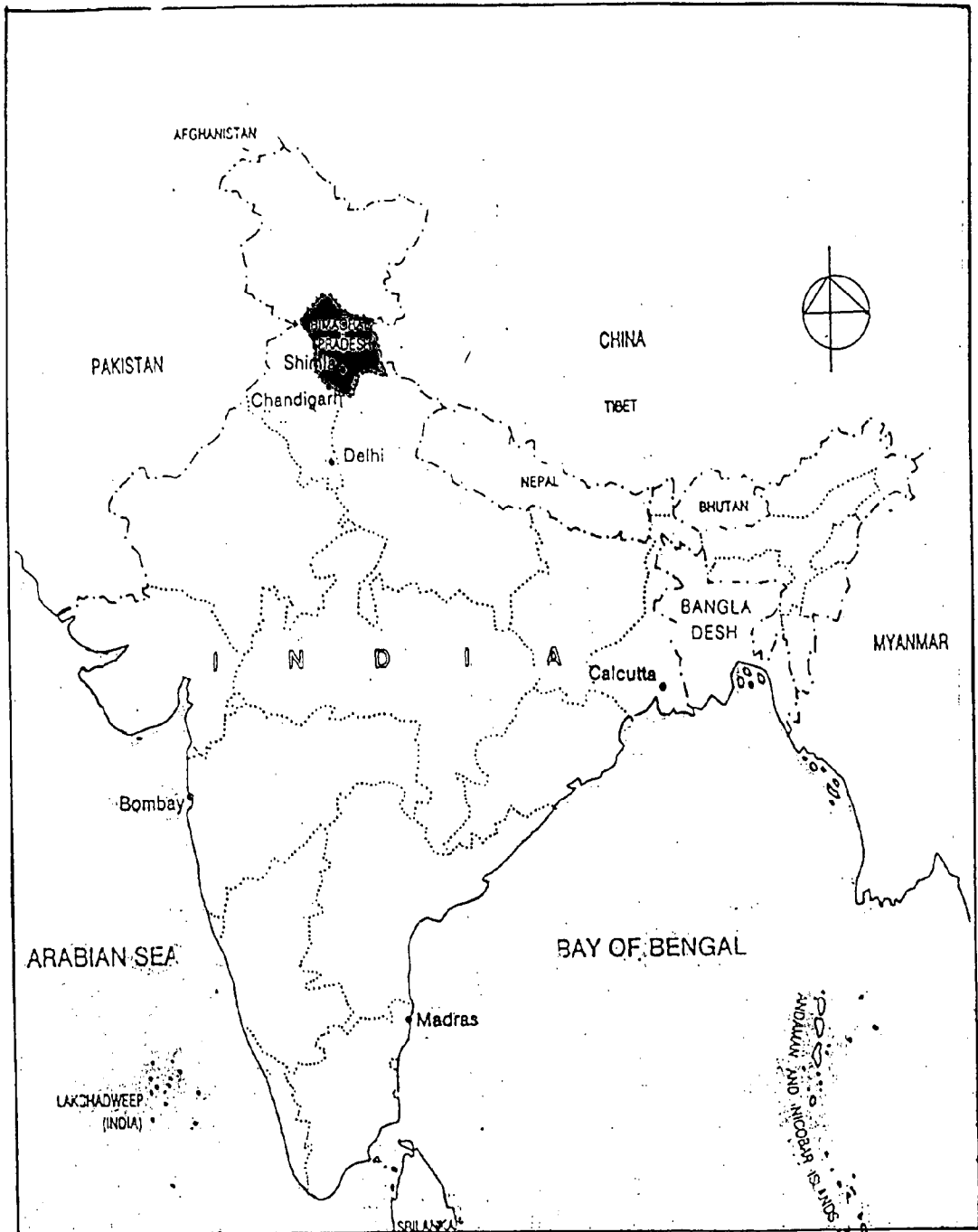
India is unique in its potential to attract tourism. In addition to heritage sites and natural features like hills, coasts and deserts, it has a variety in climatic, culture, cuisine, music, dance and above all friendly people. The future of tourism industry in India is bright and with sincere efforts it can attract a significant proportion of the world tourists.

The Hill State of Himachal Pradesh is widely known for its tourism potential. Besides being bestowed with vast natural resources, it is blessed with unique indigenous creation, Hindu and British cultures. The state has varied attractions including health resorts, lakes, beautiful valleys, sky high silvery mountains, lush green forests, meadows and unique cultural heritage. Amongst various tourist regions, Shimla, Kinnaur and Lahaul & Spiti region occupies a unique place. Shimla, 'the Queen of Hill stations' is known for its cultural heritage and bounty of nature, all over the world. Other picturesque spots worth mentioning are Chamba, Kangra, Mandi, Kullu Manali. This entire region is full of places of varied attractions. This study of tourism in Himachal Pradesh will go a long way in accomplishing the research objectives and will act as a guide for Tourism Department of H.P. and the state as a whole.

1.2 AIMS OF THE STUDY

Blessed with bounty of nature and magnificent cultural heritage, Himachal Pradesh occupies an unique place on tourist map of the country. Himachal Pradesh provides treasures of attraction for people from various walks of life. It has picturesque spots for nature lovers, rare treks for mountaineers, variable scenery for photographers, complex geological structure for geologists, interesting archaeological remnants for historians, marvelous pieces of art and architecture for artists and above all numerous attractive places for the common man.

Himachal has a significant diversity in terms of art, architecture, natural treasures, climatic, flora, fauna and socio-cultural conditions. It has the Greater Himalayan



LOCATION MAP OF STUDY AREA

Mountain System passing from South-East to North-West side of the state. The Central Himalayas, Outer Himalayas, Doon uplands and Shivaliks provide different topographical conditions. Primarily their physiographical status and natural treasures determine the tourist potential of various zones. Administrative boundaries as well as man-made infrastructure including roads and tourists towns/spots have greatly affected the overall regional Tourism scenario of the state. No study highlighting regionalisation of the state from the tourism angle has, however, been conducted so far.

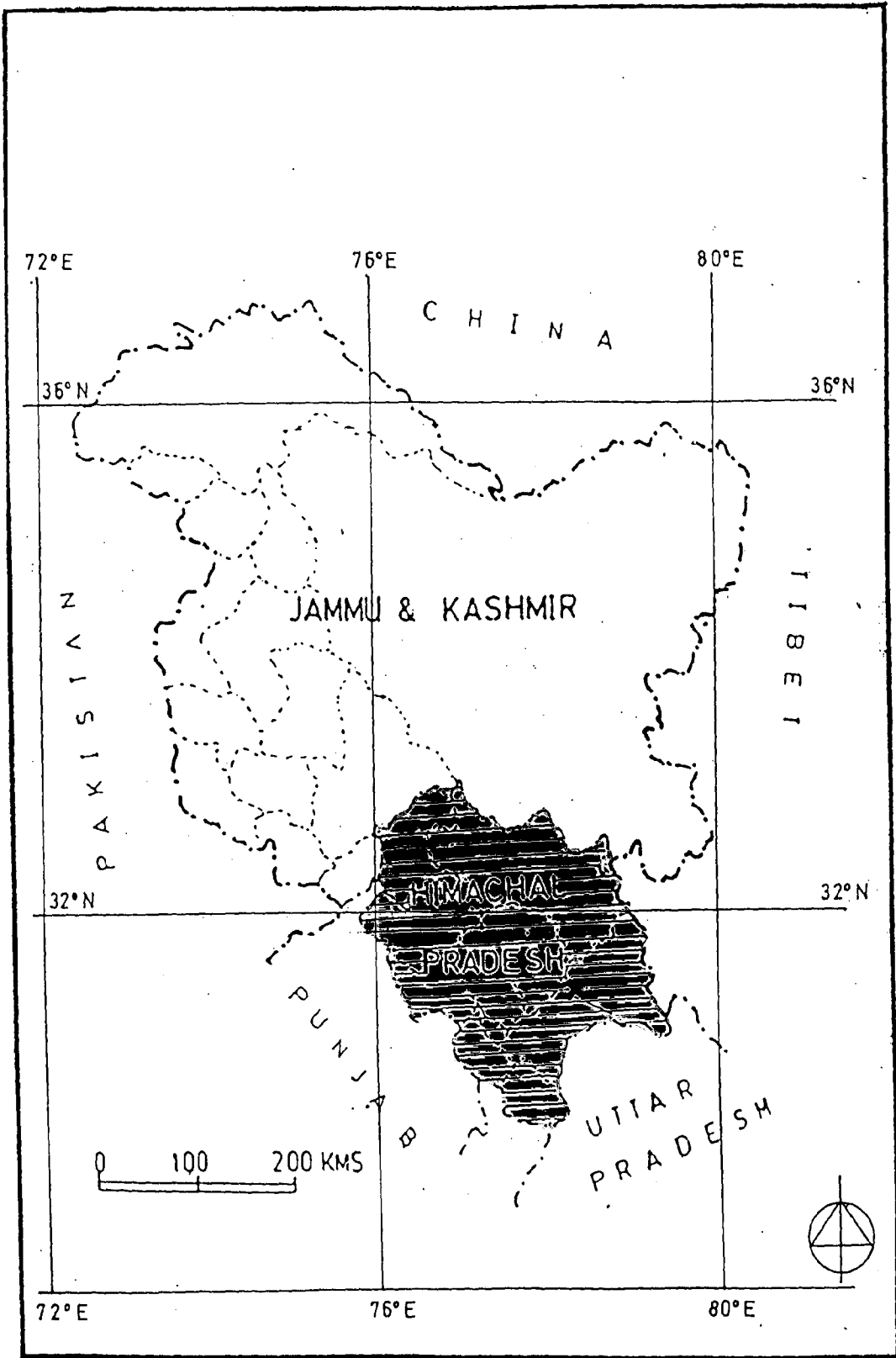
1.3 OBJECTIVES OF THE STUDY

The major objective of the Present Study may briefly be spelled and as follows :-

- (i) Survey the overall back ground of tourism in India and state of H.P. in particular to describe analyse and evaluate the past, present and future trends of tourism.
- (ii) To oversee the prospects of tourism in Himachal Pradesh in view of its immense treasures and priority of the Government to harness them.
- (iii) To identify major tourist regions of Himachal Pradesh and have an overview of them.
- (iv) Developing areas on a selective basis for integrated growth along with marketing of destinations to ensure optimal use of existing infrastructure.
- (v) To examine the tourist infrastructure and to make an appraisal of the Government policy.
- (vi) To make an analytical account of a tourist spot and to illustrate the issues pertaining to provision of infrastructure and other related planning parameters therein.
- (vii) Evolving a suitable policy for increasing foreign tourist arrivals and foreign exchange earning.
- (viii) To suggest proposals for development of tourism in the state of H.P.

1.4 SELECTION OF THE TOPIC

An exhaustive list of topics for the study was prepared. After detailed search for availability of data on one hand and relevance of tourism as a topic in the context of



LOCATION MAP OF HIMACHAL PRADESH

Himachal Pradesh, on the other, the same has been taken up mainstay of the economy of the state in tourism. There is a lot to explore on this topic. A case study will provide an ample opportunity to highlight various issues and problems, which the region is presently confronted with and to provide solution to them on the basis of an integrated approach.

1.5 SCOPE OF THE STUDY

The study focuses upon explorations of potential of tourism in Himachal Pradesh. Himachal Pradesh provides varied tourism opportunities including eco-tourism and adventure tourism. Although, sufficient literature on tourism has been published from time to time, yet a systematic approach for delineation of tourist regions and investigations of various regions has remained a neglected area. Therefore, the present study is an attempt to make an appraisal of potentials of tourism of the pretty state of Himachal Pradesh. Thereafter, various regions will be identified in view of the potentials and propensities thereof. As the various regions have acquired a serious dimension from the point of view of environmental degradation ; a concentrated effort has been made to overview the entire gambit of problems being confronted by it.

1.6 LIMITATIONS OF THE STUDY

The data pertaining to physical planning attributes has not got the desired attention. The land use of various regions of the state in general, and Shimla as well as Manali region in particular, has undergone a significant change. Similarly, there is an enormous cutting of terrain for construction purposes. The human interference has increased manifold in the tourist areas. However, no data to interpret such aspects is readily available. Therefore, the study relies upon primary information and field observations to ensure a qualitative study on these issues, having direct bearing on tourism potential.

1.7 METHODOLOGY

In the light of foregoing aims, objectives, scope and limitations, the proposed methodology of the study has been adopted with a view to go-ahead in various stages of the work as under :-

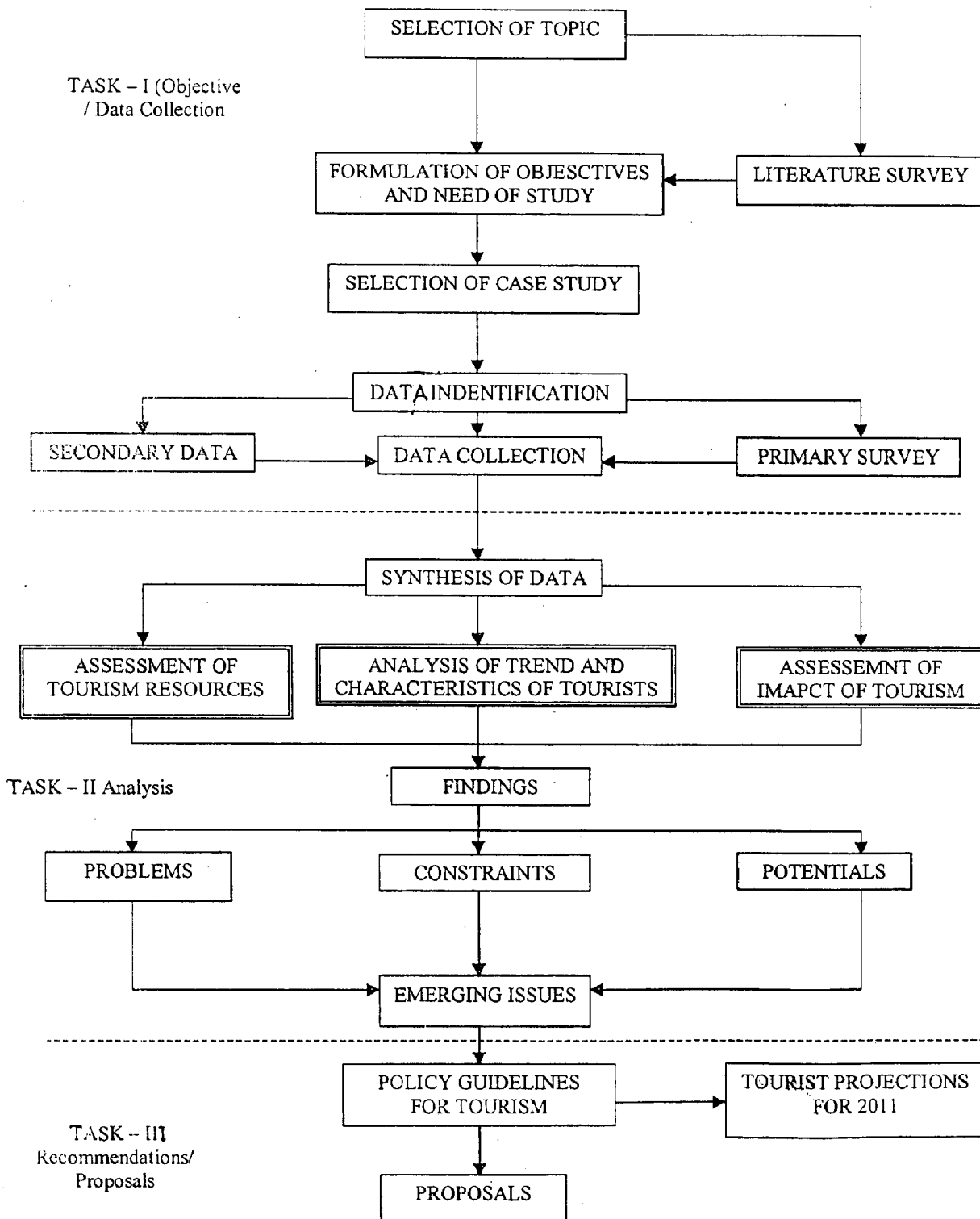


FIG.-1

CHAPTER-2

2.0 LITERATURE SURVEY

2.1 Introduction

2.2 Development of tourism through ages

2.3 Historical perspective

2.3.1 Tourism in Ancient Period

2.3.2 Tourism in Medieval period

2.3.3 Tourism during British period

2.3.4 Tourism in the post independence period

2.4 National Tourism Policy

2.5 National Action Plan For Tourism

2.0 LITERATURE SURVEY

Detailed Literature Study was done to know the Tourism Potential as well as Tourism as an Industry

2.1 INTRODUCTION

The Oxford dictionary mean the work 'Tourism' is a business of providing accommodation and services for tourists, who visit a place for pleasure. Now-a-days tourism is not a recreational one, but is a pollution-free, safe and modern in dusty, which earns substantial foreign exchange with minimum investments. Besides, tourism contributes much for the boosting up of other related sectors like communication, information education etc., and also sets as arms for indigenou employment generations

History of tourism in India, its origin growth and development is closely associated with out ancient civilisation. India civilisation is largely a history of human values, or the development or philosophies, religious, art and the way of life. This civilisation process in its wake has given birth to some of the most beautiful creations of mankind in the form of religious edifices, and architecture. 'Art and architecture is indeed, the matrix of civilisation. It is the only visible material record of man's intellectual evolution through the ages, which can help a tourist to have a look at the country's cultural heritage. Besides this has enriched our culture to the extent of giving it a unique tradition of customs, rituals, fairs and festivals that constitute other major tourism resource. In fact, cultural tourism in India began long before commercial tourism, which had its birth in European countries.

2.2 Development of Tourism Through Ages

The Institution of pilgrimages and pageant has its source in country's civilisation, Aryans, for all their insatiable thirst for wander lust and available landscape tastes, made a thorough reconnaissance of country's geographical assets and erected temples and shrines wherever they came across a spot of more than usual physical attraction to be repeated by posterity as pilgrimage. Though the Tirth concept (religious tourism) was quite

comprehensive. It nevertheless, symbolised the twin spirit of religion and tourism. In its broad sense 'Pilgrimage was travelling for wanderlust.'

The ancient sages fixed the holy places of India in its four corners so as to promote travel through the length and breadth of the country and in the process get to know it. People used to visit in groups the holy places called DHAMAS - Badrinath in North, Rameshwaram in South, Dwarka in West and Puri in East. This was a great feat in itself which only, zealots could perform, for journey in those days was tedious and full of ordeals, unattended by modern tourist convenience. The institution of pilgrimage not only kept alive the spirit of tourism at a time when transport challenges were formidable but built up a tradition which gave cultural unity to the country. This tradition is still in evidence in this Jumbo Jet race.

2.3 Historical Perspective

Tourism in India may be reckoned over 2000 years old, though as an industry in the modern sense, it could be organised only recently since 1956. This explains for tourism old and new. The former takes its character from the religion whereas the latter is an economic or socio-economic activity, born out of interaction of technological and sociological forces.

Though the country's overall backwardness has been a great deterrent to the promotion of tourism, yet her antiquity, historicity rich heritage of culture and religion, provide a sound base for the growth of tourism. These historic trends can briefly be studied in four phases of tourism development in this country -

- 2.3.1 Tourism in ancient period
- 2.3.2 Tourism in Medieval period,
- 2.3.3 Tourism during British Rule.
- 2.3.4 Tourism in the post independence period.

2.3.1 Ancient Period

Recent researches have shown that the dispersal of Indian culture at least in Soviet Central Asia, can be traced back to the earliest times i.e., to the early stone age. Thus, it takes us back to about half a million years. This is well established by the archaeological evidence in the Soviet Republic of Tajikistan, Uzbekistan, Turkmenia and Kazakhstan.

The evidence of early (Paleolithic) man's activities lies in several located in the Himalayan foothills, from the Peshawar valley to the Nepal Tarai. The culture is called the 'Sohan' or 'soan' after the name of a river, near Rawalpindi. The stone tools found at Tanir Kashan are similar to those from the Indian sites of Sohan culture. The diffusion of culture continued through neolithic period and during the Bronze age.

The Indus Valley civilization of the 3rd millennium B.C. is one of those culture complexes in India, which moved far and wide in time and space. The Harappan traders and merchants made very close socio-economic contacts with the western regions. The Harappan contacts with Mesopotamia and Iran were through the sea route along the Makran Coast. The discovery of a dockyard at Lothal in district Ahmedabad (Gujrat) was a strong argument in its favour. However, recent discoveries of Soviet archaeologists like V.M. Masson, A.Y. Shchatenko, B.A. Litvinski and others have shown a new light on the diffusion of the Indus Valley civilization through the land route in the Republic of Turkmenia situated to the Caspian sea.

Sanskrit and Prakrit literature, particularly Kathasarit Sagar, Dipanams, Mahanasa, the Jatakes etc. are full of stories of sea voyages and the hazards of travellers. The proto historic and historic trade routes especially the silk route to China passing through Central Asia, the spice routes to China passing through the Central Asia, the spice routes to south east Asia and the Western world played a vital role in the spread of Indian religions and culture in other countries. Impact of the Indian can be seen in Egypt, Libya, West Asian countries, Afghanistan, Central Asia, China, Ceylon and the South-east Asian countries.

In early historic times, during Ashoka's reign, Indian Missionaries with the message of Dharma must have reached, for in his Thirteenth Rock Edict clearly mentions Ptolemy Philadephos, the ruler of Egypt.

The discovery of several 'Indus type' seals from many West Asian sites, viz. Ur, Kish, Sura, Laghash etc. and a 'Persian Gulf Seal' at Lothal in Gujarat, India points to the contacts, trade, culture or otherwise of the Harappans with West Asia as early as in the third millennium B.C. The trade routes have been advantageously utilized in the third century B.C. by Ashoka, who dispatched several good will missions with the message of peace, love and service in various directions, five such missions were sent to the western countries, Syria, Macedan, Epirus, Cyrene (Libya) and Egypt.

(A) Cultural Contacts with China and Japan

The trade routes between India and China passed through Central Asia and Afghanistan and these are studied with a number of religious and cultural townships of Indian religions.

Indian Buddhist Missionaries reached China in about 65 A.D. There was an on rush of Indian Buddhists into China between the third and sixth centuries A.D. Gautam Sanghdeva arrived in 383 from Kabul. Kinagupta (528-605 A.D.) with nine companions left his home in order to propagate Buddhism in distant countries. Travelling through Kapisha, Badakshan, Tash-Khurgan and Khotan, the party having lost six of its members reached Si-sing in Kansu in 559.

(B) Chinese Pilgrims to India

During the centuries referred above, numerous Chinese Buddhists directed their journeys across the deserts and mountains of Central Asia towards India in order to visit the memorable places where Buddha had lived. One of the most famous of these pilgrims was FA-hsien who in 399, accompanied by ten other monks travelled via Tub-Huang. Kroraina, Agni and Khotan and crossed then the mountains to Uddiyana. After having

visited the holy places he returned home by sea in 413. His companion Pao-Yun had returned earlier by land from Peshawar. In 404 A.D. Chin-meng crossed the mountains from Khotan to Gilgit and continued then to Mathura. He visited all the holy places and after 20 years returned home along the same route he had come. During the same period, several other monks are said to have visited India and published records.

The most famous of all travellers to India in the annals of transmission of scriptures to China was Hsuan Tsang (600-664 A.D.). He set out from Chang-an bound for India, in 628 A.D. Enduring adversities and trials he reached Nalanda in India and became a student of Shilabhadra. Afterwards he travelled almost throughout India. In 645 A.D. he returned to China after a long trip of about seventeen years.

(C) Ancient Trade Routes

Since ancient times the earlier Traders and navigators knew the two routes to the East, the land route commonly called the silk road and the maritime route called the spice road. Both in fact are the earliest trade routes known to man. The silk road was used in prehistoric times for the exchange of bronze and furs stretched from the shores of the mediterranean to the end of the Gobi desert and the Jade Gate, marking the north-western extremity of great wall of China.

Egyptian sailors about 3000 B.C. sailing along east coast of Africa give us the first written records of the Indian ocean. The earliest sea route between Indian and Mesopotamia seems to go back at least to the first millenium B.C., and the Haveru Jastaka mentions trade during the 6th century B.C. and the Haveru Jataka mentions trade during the 6th century B.C. between Bharukacha (Broach) and Surparaka (Suppara) and Bhaveru (Babylon). Nineveh, the capital of Assyria and its king Asura-Bana (Ashurbanipal) are mentioned in the Puranas. The Indians mainly carried on all this maritime trade and there is evidence of Indian trade settlements in Arabia. On the east coast of Africa and on the coast of China. The famous annual of the Ist Century A.D. 'Periplus of the Erythrean Sea', describes the Indian ocean with astonishing precision.

According to Pliny's natural history and the Periplus of the Erythrean Sea, the maritime passage took almost four months to reach India from Home. Ships usually arrived in October and left in April. From Broach in Gujarat along the coast to Pondichery on the coromandale coast Roman and Arab merchants could buy the large quantities of Silk furs and spices, which came from China by sea and were un-loaded in the India Ports. India was the meeting place of all the ships coming from the East as well as the West. Her ports were stocked with goods for the markets of Persia, Egypt, and Rome.

2.3.2 Medieval Period

The early Muslim period proved an era of set back to tourism growth in Northern India, but it was however, substantially made up by the inter Muslims, mainly the Moghals, 'when Jaunpur became the Shiraz of India' and Agra, the metropolis of the great Moghals. Moghals, indeed, brought with them an aesthetic sensitivity of a remarkable order. They were responsible for renaissance in literature, painting, art, architecture landscapes, Music and handicrafts. Even Babar in his short reign constructed ornamental gardens, pleasancess, mosques and walls.

The religious movement of Medieval India could be seen at its best in Uttar Pradesh where Hindu mind responded vigorously to the impact, or islamic thought. The Taj of Agra is the master-piece of Indo-Islamic Architecture and it, indeed, formed the veritable culmination of artistic synthesis.

Moghals (especially Akbar and Shahjahan) were prolific builders. They planned splendid edifices and dressed the work of their mind and heart in the garment of stone marble. 'History has rarely recorded such a succession of sovereigns, representing some fine generations in all, each member of which was imbued with a keen desire to find expression in one or more visual arts'. Agra is the high watermark of Moghals' self-expression, which today forms India's major tourist attractions.

Later, after the decline of Moghals, the Nawabs of Oudh maintained the cultural leadership of Uttar Pradesh and Lucknow became the seat of Indo-Islamic culture. While

Moghals found expression in red stone and marble, the Nawabs excelled in ordinary mortar and brick (Imambaras of Lucknow).

This was the period of great dimensions of the development and growth of tourism in North India. Centres of monuments and of historical importance grew up and many other tourist conveniences such as Sarae (inns), Khankas, wells, pleasure gardens and round transport flourished. Sher-Shah's construction of Grand Trunk Highway was a great landmark in road transport. This period also witnessed brick business and trade relations with neighbouring countries of Asia and Europe, which encouraged mobility of the people.

2.3.3 British Period

The state of Himachal Pradesh acquired its present political boundaries and once again became a seat of culture and enlightenment. Muslim renaissance pioneered by Sir Sayyed Ahmed Khan saw the emergence of Muslim University at Aligarh, which attracted scholars and dignitaries from the Muslim world. Allahabad, Varanasi, Lucknow and Agra also acquired the status of University towns, with all this, a new type of township emerged on the northerly hills of Kumaon, hills and health resorts, originally meant to be the summer seat of India. Government and white man's cool corner. Today Shimla, Manali, Nainital and Mussoorie are hill areas much sought after tourist resorts. They, indeed, symbolize the growth of modern tourist movement in the state in as much as service element forms the key-note in the morphological structure of these towns. With the establishment of these centres, road connectivity gave birth to other centres like Solan, Mandi, Sanawar and Kasoli which were developed as pleasure of leisure resorts many other centres since then have sprung up in their wake.

This was also period of industrial urbanisation which was speeded by the introduction and expansion of rail network. Establishment of cantonments and military bases stimulated urban growth, particularly at Sabathu, Dagsai, Sanawar and Kasoli. The period certainly revolutionised the pre-existing non-industrial cities in their land-use patterns much to the advantage of tourism promotion.

2.3.4 Post Independence Period

As the secular tourism was stamped with commercial hospitality. Government assumed the responsibility of tourism promotion. This new tourist movement was part of the world tourism, which India recognised as late as 1949 with a view to earning foreign exchange. The period after the late fifties of present century boomed with tourism development in the country.

Modern tourism was given a big boost when in 1965, India Tourism Development Corporation (ITDC) was formed with an authorised capital of Rs.50 million which initiated action in the field of accommodation, transport, entertainment, publicity and other ramifications of the industry which have now fairly advanced both horizontally and vertically. Today it has acquired the status of a leading and vital industry of the country. A separate Ministry of Tourism has been formed and development and promotion of tourism forms an integral part of country's regional planning.

Series of Five-Year plan performances have not only galvanised the entire economic structure of the region but have given fresh stimulus to the growth or tourism and attitude to live outwardly.

(i) **First Five Year Plan:-** In the First Plan, there is no allocation for tourism nor is there any mention in the document about tourism

(ii) **Second Five Year Plan:-** The Second Plan refers to tourism but only in relation to a few schemes. The schemes are of two categories, namely:

- (a) Schemes for the development of facilities at a limited number of places visited largely by foreign tourists; and
- (b) Schemes intended primarily to provide facilities for home tourists of low and middle-income groups at a number of places of regional and local importance.

There is no specific and separate allocation for tourism in the Second Plan.

(iii) **Third Five Year Plan:-** The Third Plan mentions that “tourism has assumed increasing importance during recent years”.

The Third Plan programmes concentrate largely on the provision of facilities for accommodation and transport. The Plan document also makes an important distinction between Central and State schemes. While schemes in the Central sector provide for facilities, which are important from the point of view of foreign tourism, those in the State Plans are intended mainly for home tourism.

(iv) **Fourth Five Year Plan:-** The Fourth Plan looks at foreign exchange earnings as the prime objective of tourism development while employment generation is also considered as an additional benefit. It states “Tourism is an important means of earning foreign exchange. It also provides employment and promotes international contacts and understanding”.

(v) **Fifth Five Year Plan:-** Tourism seems to have suffered a setback in emphasis, both in respect of resource allocations as well as in terms of broad objectives in the Fifth Plan. The write-up on tourism in this Plan is confined to a few programmes and financial allocations.

(vi) **Sixth Five Year Plan:-** However, this setback is more than compensated by the Sixth Plan which perhaps marks the beginning of a new thinking on tourism in India. The emphasis also shifts from schemes to strategies and from foreign exchange earnings to wider issues of economic development. The Plan documents refers to -

- (a) Social and economic benefits like promotion of national integration and international understanding;
- (b) Creation of employment;
- (c) Removal of regional imbalances;
- (d) Opening up of new growth centres in the interiors of the country;
- (e) Augmentation of foreign exchange earnings;
- (f) Support to local handicrafts and cultural activities;
- (g) Source of tax revenues for Government – both Central and State.

(vii) **Seventh Five Year Plan:-** The Seventh Plan includes a refreshingly clear enunciation of the role of tourism and a review of the development of tourism in India. It also sets the objectives for tourism sector as follows-

- (a) Faster development of tourism;
- (b) According the status of an industry to tourism;
- (c) Re-defining of the role of public and private sectors to ensure that the private sector investment is encouraged in developing tourism and the public sector investment is focussed mainly on development of support infrastructure; and
- (d) Exploiting tourism potential to support local handicrafts and other creative arts and to promote national integration”.

Within these broad objectives, the Seventh Plan has also identified some thrust areas for action.

(viii) **Eight Five Year Plan:-** The Eight Plan refers to the Seventh Plan as a “watershed in the development of tourism in the country”. The Eighth Plan document, however, makes a few very significant and valid observations about the future strategies. The issues identified can be summed up as follows:

- (a) The future growth of tourism should be achieved mainly through private initiative.
- (b) The State should confine its role to planning broad strategies of development.
- (c) The strategy for development must be based on cost efficiency, higher productivity, efficiency and quality in provision of infrastructure.
- (d) The Eight Plan introduces the concept of ‘Special Tourism Areas’ – areas, which will be provided full-fledged infrastructural facilities.
- (e) Tourism marketing and publicity should be properly focussed.
- (f) Access to information and proper use of information technologies should be the basis for future development.
- (g) Tourism development programmes for backward areas should be integrated with area development programmes.

- (h) To achieve a balanced infrastructural development, all the States should be encouraged to formulate Master Plans.
 - (i) Human resource development should be of vital importance for the development of tourism.
- (ix) **Ninth Five Year Plan:-** The Country is now launching its Ninth Five Year plan in the beginning of this decade, India also embarked on a major policy of economic reforms and liberalization and moved away from the rigorous of quantitative controls of planned economic regime.

The Ninth Plan policy framework on tourism, however, introduces a few new elements of policy. First, it emphasizes the importance of looking at infrastructure development for domestic tourism and, therefore, the role played by the respective states. In the changed scenario, the Government is having a new look at the Tourism Policy. The published draft of the new policy has –

- (a) Placed tourism as a central input in the economic development process because of its role in resources because of its role in resource generation and employment creation;
- (b) Focused on the role of tourism in socio-economic development of the backward areas, weaker sections, women and artisans;
- (c) Allowed these goals to be pursued in tune with the goal of the enrichment of the environment and the ecosystem; and
- (d) Recognized the role of tourism as a potent global force for national and international understanding and for creating awareness for sustainable development.

To promote tourism on a large scale, various steps have been taken by the Government of India from time to time as I have discussed above in various plans. The following table shows the public sector outlays for tourism development in the different five year plans. It is strange to note that there was no mention of tourism in the first plan at all. To ensure

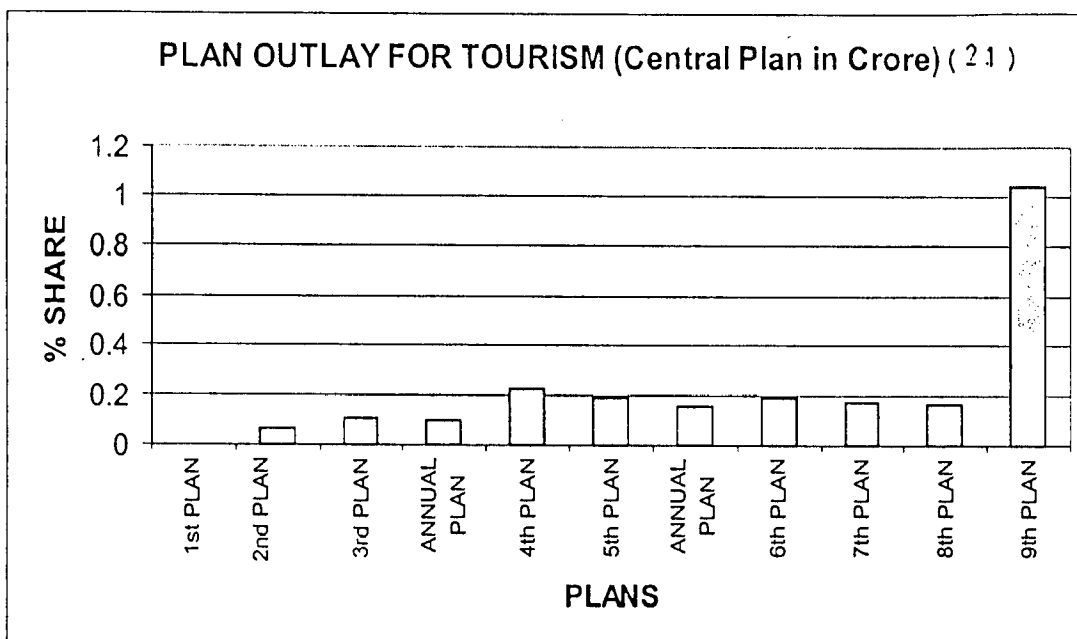


TABLE - 2.1

PLAN OUTLAY FOR TOURISM (Central Plan in Crore)

Plans	Tourism	Total Public Sector Outlay	% share of Tourism
1	2	3	4
1 st Plan (1951-56)	-	2,378	-
2 nd Plan (1956-61)	3.36	4,812	0.07
3 rd Plan (1961-66)	8.00	7,703	0.11
Annual Plan (1966-69)	7.00	6,605	0.10
4 th Plan ((1969-74)	36.00	15,902	0.23
5 th Plan (1974-78)	73.95	40,400	0.19
Annual Plan (1978-80)	109.00	24,280	0.16
6 th Plan (1980-85)	187.46	97,500	0.19
7 th Plan (1985-90)	326.16	1,80,000	0.18
8 th Plan (1992-97)	773.62	4,34,100	0.17
9 th Plan (1997-2002)	793.75	759,000	1.04

Source: Planning Commission Govt. of India, Five Year Plan (Respective documents).

Note: (i) Plan VI was formulated by previous govt. and new VI plan covering 1980-85 had been formulated.

(ii) The VI Plan was abandoned in March, 1984 and VII plan commenced from April, 1984.

the Balanced Development of Tourism Industry, government has been shifting its priorities from plan to plan.

2.4 NATIONAL TOURISM POLICY

Recognizing its importance as an instrument for economic development, a comprehensive tourism policy, highlighting the objectives of tourism development in the country, was promulgated by the Government during 1982. The policy envisaged the conversion of the many attractions of India for tourism into a reality through well-planned well-defined and fully integrated national programmes. It specified the responsibility for tourism development as a common endeavor of all the agencies vitally concerned with tourism at Central and state levels including public and private sector enterprises, airlines, railways and road transport systems, municipal and local bodies as well as cultural and educational institutions. Further, it provided an action plan based on a travel circuit concept to maximize the benefits of tourism. The plan proposed to achieve intensive development of selected circuits, dispel the tendency of concentration in a few urban centre, encourage the diversification of tourist attractions and opening up economically backward areas, which hold many tourist attractions. Manpower development and training were also given due weightage to ensure efficient services and effective management of tourist facilities.

The objective of this Policy is to so develop tourism that it –

- (a) Becomes a unifying force nationally and internationally fostering better understanding;
- (b) Helps preserving Indian heritage and culture and projecting the same to the world;
- (c) Brings socio-economic benefits in terms of employment, income generation, revenue generation, foreign exchange, etc;
- (d) Gives direction and opportunity to the youth of the country to understand the aspirations and viewpoint of others and help in greater national integration;
- (e) Offers opportunities to the youth of country, not only for employment but also for taking up activities for nation-building and character-building like sports, adventure, etc.

Tourism was recognised as an industry by 1986 and became eligible for several incentives and facilities including tax incentives, subsidies, priorities in the sanctioning of loans by the state financial institutions and preferences in providing electricity and ware connections. In July 1991, tourism was also declared as a priority sector for foreign investment. In order to take advantage of the liberalised economic regime and the developments taking place around the world, a new National Tourism Policy has been drafted and the same is under the consideration of the Government.

2.5 NATIONAL ACTION PLAN FOR TOURISM

A National Action Plan for Tourism was drawn up in May 1992 and it included a set of strategies for achieving a phenomenal growth in tourist arrivals, foreign exchange earning and employment generation through tourist. These strategies consisted of :

- (a) Improve of tourism infrastructure;
- (b) Development areas on a selective basis for integrated growth along with marketing of destinations to ensure optimal use of existing infrastructure;
- (c) Restricting and strengthening of the institutions for development of human resources;
- (d) Evolving a suitable policy for increasing foreign tourist arrivals and foreign exchange earnings.

CHAPTER - 3

3.0 CASE STUDY- MOUNTAIN TOURISM IN NEPAL

3.1 Introduction

3.2 Growth & promotion

3.3 Beautiful Nepal : the tourists paradise

3.4 Mountaineering activities

3.5 Tourists corridors

3.6 Direct impact

3.7 Laure of tourism

3.8 Preservation of natural environment

3.8.1 National Parks and wild life resources

3.8.2 Clear Environment

3.8.3 M.A.B. Programs

3.9 Conclusion

3.0 CASE STUDY, MOUNTAIN TOURISM IN NEPAL

3.1 INTRODUCTION

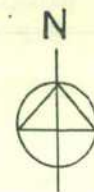
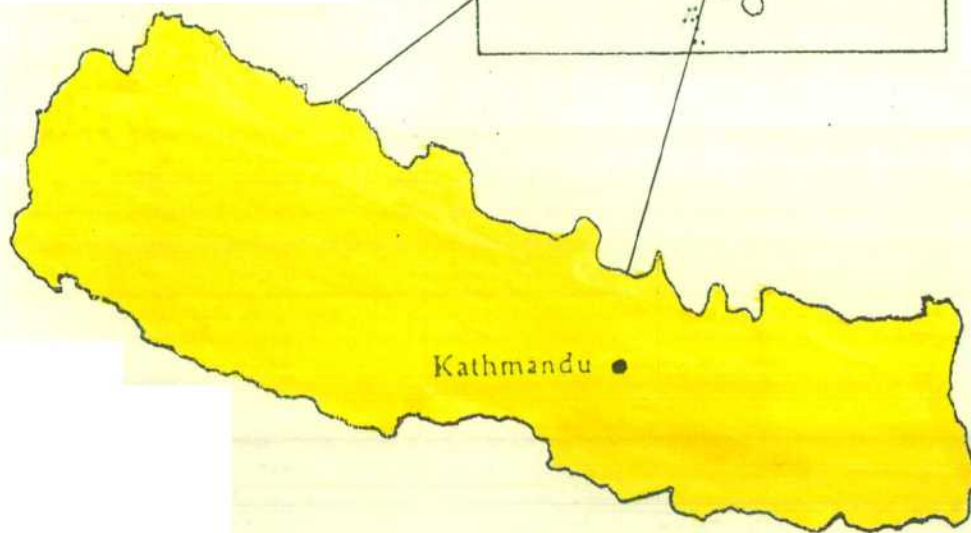
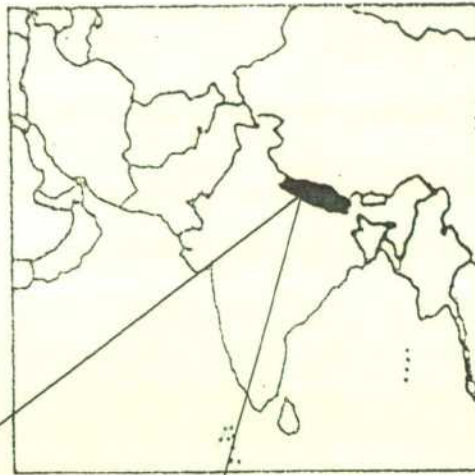
Nepal is a small Himalayan kingdom in the global location of the world map. In the etymology of tourist encyclopedia, it is best known by the name 'Hindu Kingdom in the Himalaya', 'Land of Sherpas', 'Land of Yak and Yeti' and 'Land of Gorkhas', etc. The tiny country has its elevated name in the world since Mt. Everest is the highest elevation on the earth surface.

The famous Himalayas and their majestic grandeur and favorable climate as well as the hospitable people and their culture are some of the bases for the outstanding growth of tourism in Nepal. The scenic grandeur and the cultural diversity of the country have led to fast development of tourism notwithstanding its late start. One need not be a mountaineer to trek in the hills of Nepal, where live more than half of the total population of the country. Wherever one travels, people are friendly and hospitable and the roads are safe.

Actually life in rural Nepal is hard but simple and many religious and social events reflect the cultural heritage of the people. The mountainous topography of the country is the real asset for mountain tourism in Nepal.

3.2 Growth and Promotion

Nepal is the 'Land of Paradise' for tourists, trekkers and expeditioners. Tourism is actually a late phenomenon in Nepal. Nepal opened its door to foreigners only in 1952. A significant increase in the tourist flow has taken place since 1966, when over 12,000 people visited Nepal. The number of tourists arriving in Nepal from 1981 to 1991 is as follows:



Area	147,180 sq km
Population	22 05 million (1998)
Major City (1991)	Kathmandu (Capital), Biratnagar, Lalitpur, Bhaktapur, Pokhara
Land use	Forested 32 5 %, Meadows & Pastures 13 1 %, Agricultural & Under permanent Cultivation 17 0 %, Other 37 4 %

PHYSICAL PROFILE OF NEPAL

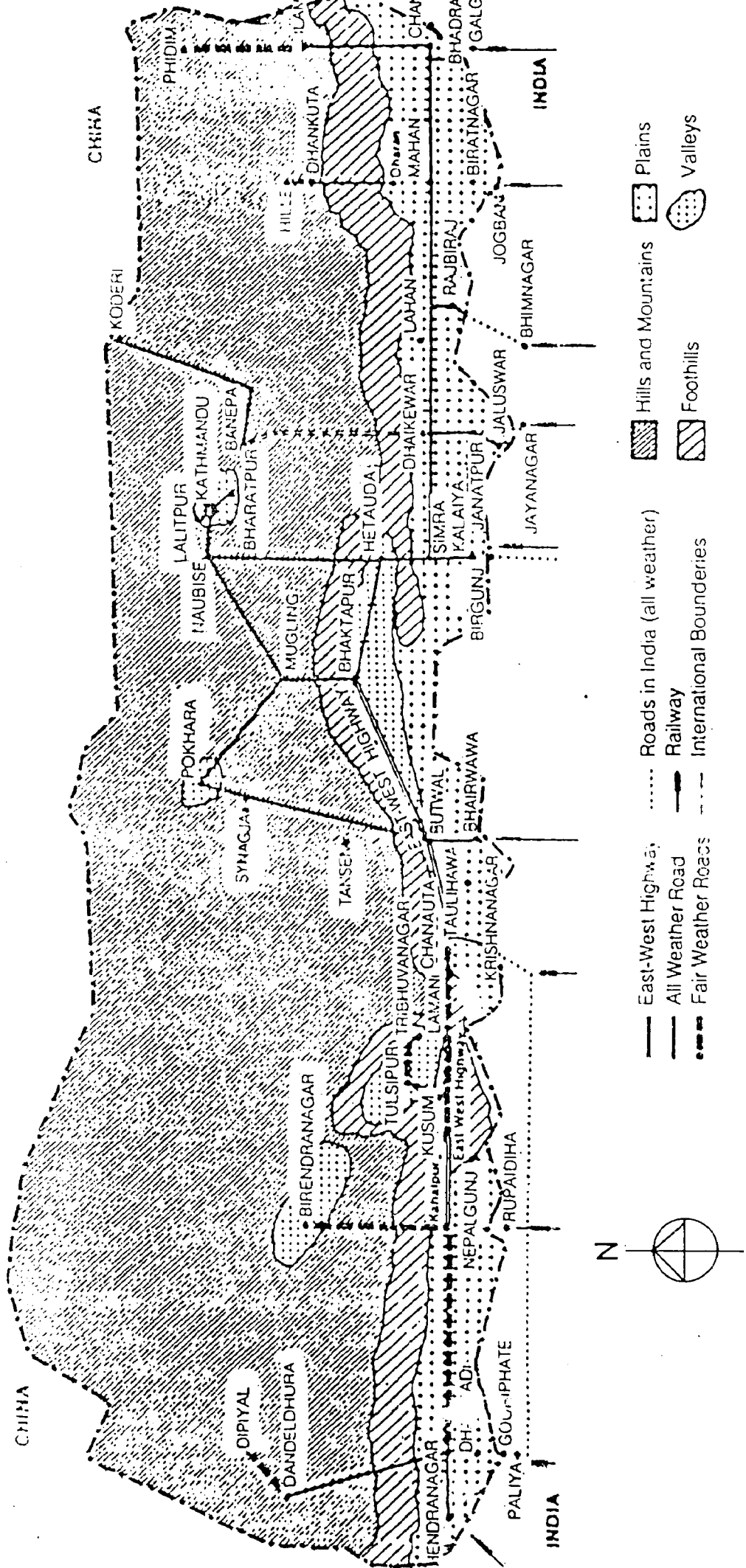
Table 3.1. The Number of Tourists Arrival in Nepal during (1981-1991)

Years	Number of Tourists	Years	Number of Tourists
1981	112,694	1987	241,350
1982	121,247	1988	250,750
1983	129,303	1989	265,450
1984	117,917	1990	278,794
1985	127,109	1991	340,219
1986	223,331		

- 1981-1991 figures exclude Indian tourist arrivals.
- Source: Department of Tourism (CBS)

Prior to 1956, Nepal was nearly shut off from the outside world. After the completion of the mountain road-Tribhuvan Raj Path (191 km), which connects Raxaul – The Indian border, with Kathmandu, the mountainous country was able to welcome the incoming tourists in Nepal by land. Air transportation has a major role in the development of tourism in Nepal, because of the fact that most of the tourists in this Himalayan kingdom arrive by air. At present, Nepal has air-link with 1 countries by direct international flights. Within the country also, due to its mountainous terrain, road construction has been expanding, so most important tourists' spots within the country are connected with stoles. As such most of the local people in those areas have close know-how about aeroplane, cameras and video, while they have not been able to see bicycles and cars in their life.

The development of mountain tourist in Nepal was started in 1956, when the 'Tourism Development' Committee was formed. After that 'Department of Tourism' of HMG, Nepal was formed, now tourism is a full-fledged ministry. The publication of the 'Nepal Tourism Master Plan in 1972, showed the potential of tourism in this country.



- Hills and Mountains
- Plains
- Foothills
- Valleys

- East-West Highway
- Roads in India (all weather)
- All Weather Road
- Railway
- Fair Weather Roads
- International Boundaries

SETTLEMENT SYSTEM & ROAD NETWORK

The celebration of the 'South Asia Tourism year-1975,' was a big success for the promotion of tourism in Nepal. Nepal's membership in 'South Asia Regional Travel Commission' SARTC of the World Tourism Organisation (WTO) has brought a deeper understanding and co-operation for a better market in the countries of this region (Shrestha 1976).

3.3 Beautiful Nepal: The Tourist's Paradise

Nepal has mountains, hills and even more important the people to provide both the adventure and walking tour holidays that cannot be matched anywhere in the world. The small Himalayan kingdom spread over 14,7181 sq. km. Of area, is situated on the lap of central Himalayas. The country has 97% of its area under mountainous topography. The towering massive series of the mighty Himalayan ranges separated by some of the deepest gorges are the picturesque scene for tourists. Nepal Himalayan boast around 250 peaks over 6,500 metres high.

The different ecological belts from the subtropical to perpetual snow with various zonation of climatic and vegetal differentiation, give the pleasure for mountain tourists throughout the year. From the dense sal-forested areas of Chitwan National park to the evergreen rhododendron blooming areas in the Himalayas and everywhere the mountain tourists experience peace and happiness in the land which is far from the maddening crowd.

3.4 Mountaineering Activities

The Himalayas of Nepal are of most interest for the mountaineers and the most impressive scenic spots in the world. There has been spectacular growth in the mountaineering activities in Nepal within a short span of its history. The first attempt of scale, Mt. Everest was made in 1922, but in 1953 the attempt succeeded, making a glorious start for mountaineering activities in Nepal. The country, since, then has been an attraction to the outside world as the land of mountains. The Himalayas of this country have been the centre of mountaineering activities for the past four decades.

Successful climbing to a number of virgin peaks as well as reascending most of the challenging mountains, have given chances to new finding in the field of mountain geography. The snowy peaks of Nepal Himalayas have lured the mountaineers from all over the world.

3.5 Tourist's Corridors

The mountain environment of Nepal has made all the places excellent for tourism, the year round. However, due to the difficulties of transportation facilities and restricted by some government rules to be followed by trekkers, the areas for tourism have not been so wide. The most prevalent ones from such a point are:

- (a) Kathmandu-Lamosangu-Namche Bazar (Everest Region)
- (b) Kathmandu-Pokhara
- (c) Kathmandu-Helambu-Gosaikunda (Lantan Valley)
- (d) Pokhara-Manang
- (e) Pokhara-Jomsom
- (f) Surkhet-Jumla-Rara Lake
- (g) Dharan-Dhankuta-Hille

Besides the above-mentioned areas, there are several other places of interest for tourists. They are scattered in different parts of the country. Most of these places are served by small air stoles.

3.6 Direct Impact

In Nepal, the tourist industry has a great role as one of the main sources of earning the foreign exchange. A developing country, lacking an industrial base and the foreign exchange to organize it, could acquire both, and create jobs by simply throwing its door wide open to the foreign tourists. They come here waving their hard currencies, its is said, and bring in their wake the investment required to build the necessary infrastructures-roads, airports, hotels and the like. In the year 1970s, Nepal, as a large number of

developing countries thought, had discovered a veritable gold mine-the economic costs were minimal and the returns sizable.

Tourism has been unstoppable phenomenon in the Nepalese mountain environment, and the country has already become highly dependent on it. Some responsible authorities in Nepal, are, however, realizing that over 2/3 of the foreign currency flows back again for inputs to meet the demands of tourists. In the past years this situation has got worse because income from tourism has decreased despite the increasing number of visitors.

Table32: Gross Foreign Exchange Earnings of Nepal from Tourism

Years	US Dollars
1980	44,716,000
1981	51,831,000
1982	38,490,000
1983	35,071,000
1984	32,071,000
1985	40,463,000
1986	42,923,000

Source: Department of Tourism, Nepal Tourism Statistics, 1987.

3.7 Laure of Tourism

The mountain environment of Nepal has been able to attract a large number of tourists, trekkers, mountaineers and natural scientists in the last decades. Every year, thousands of tourists arrive in Nepal to enjoy the lovely Himalayan landscapes. Trekkers come here to trek though the hills and mountains throughout the year. Mountaineering teams from the different countries visit here every year to scale the challenging Himalayan peaks and scientific personnel to study the fauna, flora, geology, geography, etc. and their numbers have been increasing significantly.

3.8 PRESERVATION OF NATURAL ENVIRONMENT

3.8.1 National parks and wild life resources

The effort of His majesty's Government of Nepal in establishing the National parks and Wild Life Reserves in the country is very appropriate. At present there are six National Parks and five Wild-Life reserves in different parts of the country. Out of the six National parks, four are in the high mountain region. The establishment of these national parks not only enhances the inflow of tourists but also serves as models for environmental protection and ecological preservation. These areas will initiate the conservation and management of mountain ecology without destroying the environment, by mass tourism and other human activities in the respective regions.

3.8.2 Clean Environment

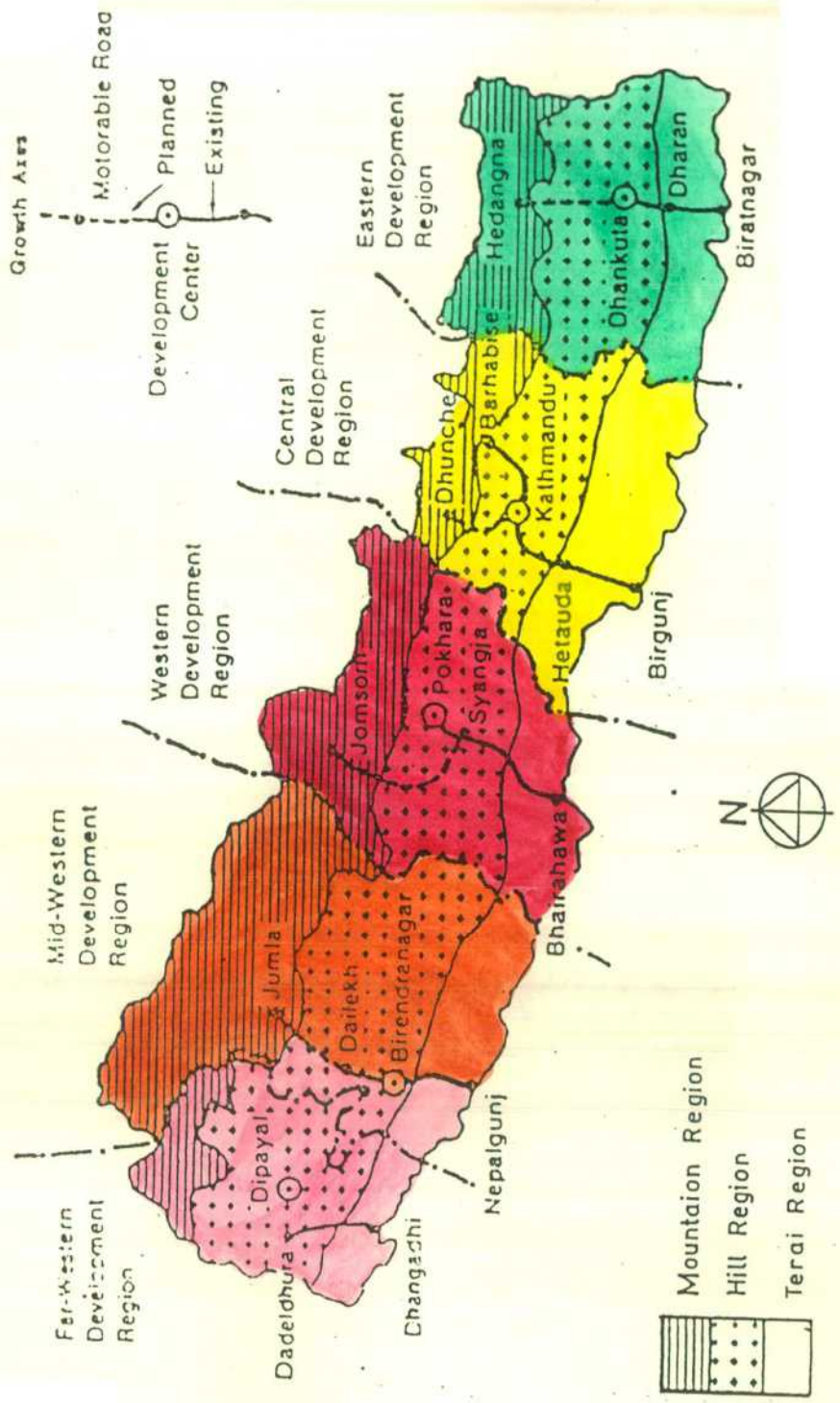
The problems being faced by Nepal regarding the preservation of environmental degradation have been receiving due attention from the government side. The small Himalayan kingdom is experiencing the impact of tourism in the fragile mountain ecosystem.

- (a) To pitch the camps only at places acceptable to the local people or those allocated by the government.
- (b) To burn or bury all the containers and boxes of material used at such localities.
- (c) To clean the base and advance camps after the end of the expedition.
- (d) Not to damage any fauna or flora surrounding the area or the route of expedition.

Besides the government efforts, the trekking and expedition agencies and local people are also taking keen interest to clean the mountain environment.

3.8.3 MAB Programme

The Man and Biosphere (MAB) programme of UNESCO has given due attention to the effects of tourism.



DEVELOPMENT REGIONS

International Centre for Integrated Mountain Development (ICIMOD) established in Kathmandu in 1983, this centre is taking a leading role in the promotion of relationship between tourism and mountain environment in this Himalayan country. The institute is giving due attention to the adverse effects of tourism and other human activities in the hills and mountains of Nepal.

3.9 Conclusion

It is certain that large number of tourists will be visiting the hills and mountains of Nepal year after year and the impact of tourism will be widely experienced. Furthermore, the devastation of mountain environment, caused by hordes of climbers and trekkers and their accompanied armies of porters moving through the ecologically fragile mountain and valleys cannot earn mountaineering million at the expense of irreplaceable loss to the environmental balance. Pollution through tourism is almost completely unchecked. It began with the consumption of valuable wood, which has distinctly increased since the coming of tourism continues through socio-cultural changes and ends with the exploitation of rural isolation. As such in order to keep the tourism thriving for economic returns and universal brotherhood and side by side not to let the mountain environment become further deteriorated, a proper balance between tourism and unstable mountain ecosystems has to be worked out, 'environmental problems are essentially social problem, they being with man as the cause and end with man as the victim'.

CHAPTER – 4

4.0 INTRODUCTION TO STUDY AREA (HIMACHAL PRADESH)

4.1 Introduction

4.2 Formation of Himachal Pradesh

4.3 Physical Features

4.3.1 Climate

4.3.2 River

4.3.3 Population

4.3.4 Roads

4.3.5 Transport

4.3.6 Economic Life

4.3.7 Health Facilities

4.3.8 Wild Life Sanctuaries And Parks in Himachal Pradesh

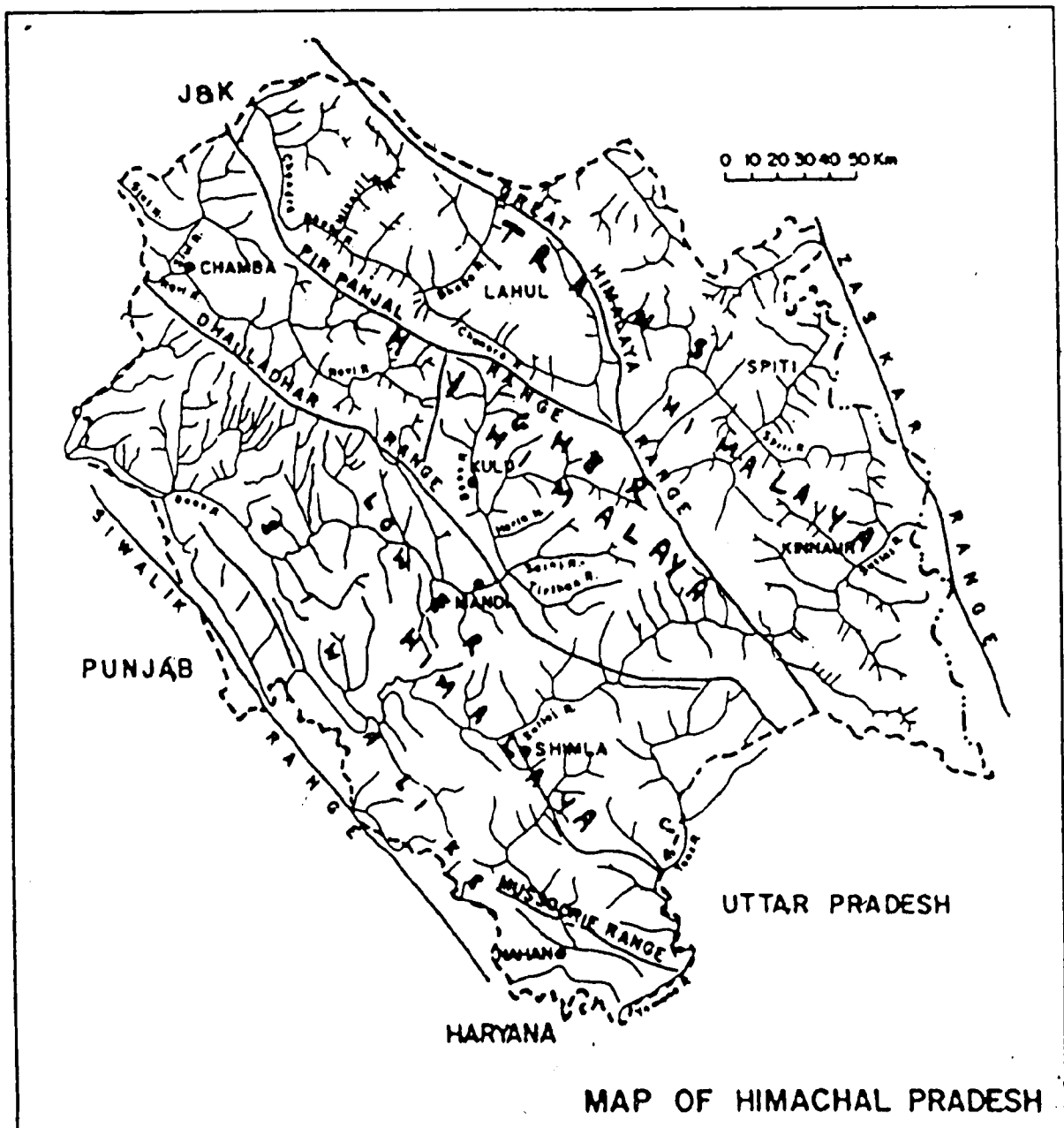
4.3.9 Hydro Power

4.0 INTRODUCTION TO STUDY AREA (HIMACHAL PRADESH)

4.1 INTRODUCTION

The mountain state of Himachal Pradesh is incredibly beautiful with its lush secret valleys, fierce rocky ravines, flowering meadows and the mysterious snow-clad Himalayan peaks that rise majestically in the morning mist.

Five mountain ranges cut across the state the low lying Shivalik rising from the plains of Punjab, the Dhauladhar, the Pir Panjal, the Great Himalayan and the Zaskar ranges. Watered by the rivers Chenab, Ravi, Beas and Sutlej that originate in the snowy bastions

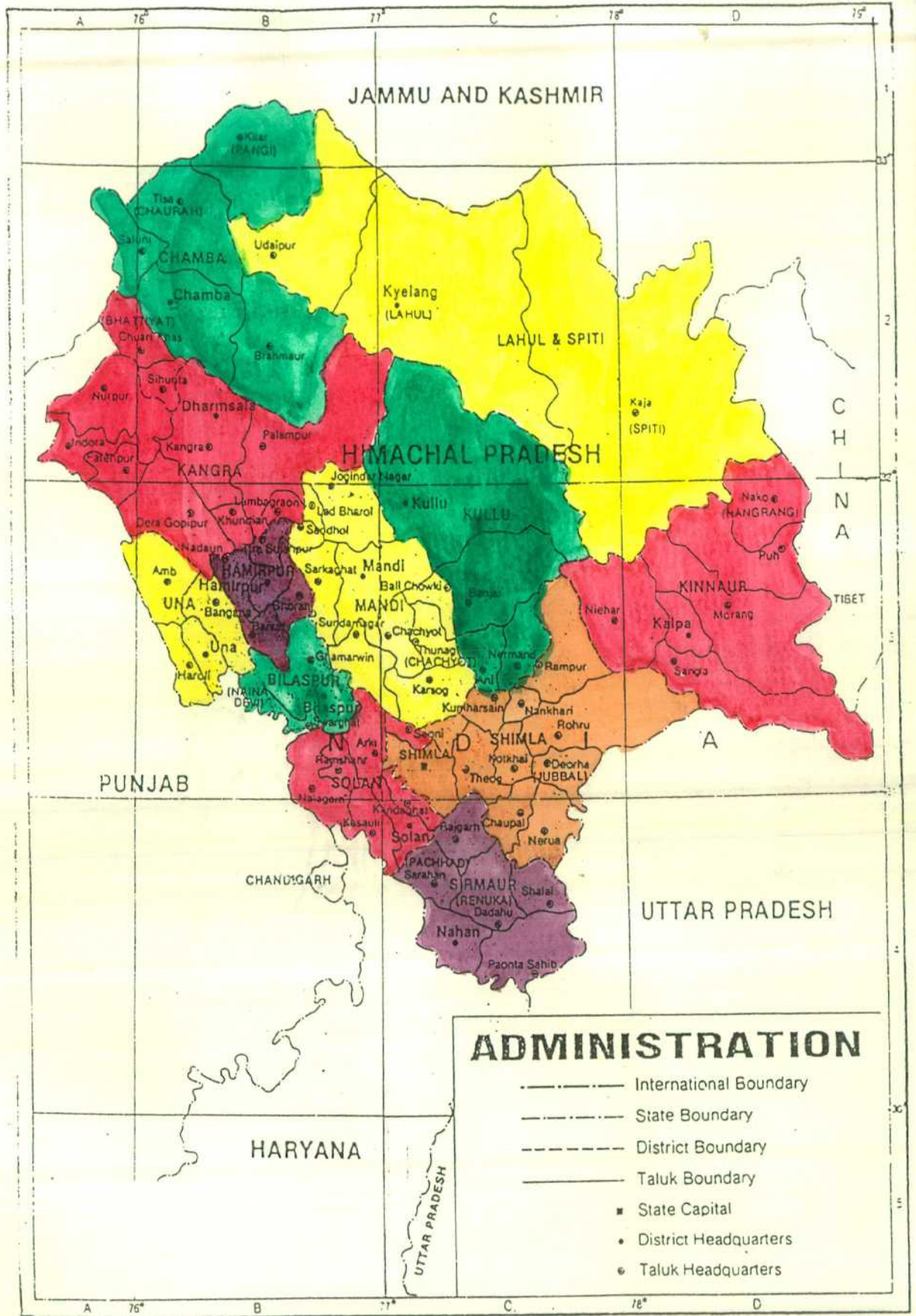


of these mountains, Himachal is a series of valleys surrounded by tall ranges and linked by high passes and roads. The lower valleys of Kullu, Chamba and Kangra are luxuriant and green and the heady mountain air is filled with the perfume of thousands of flowering fruit trees in spring. In marked contrast is the splendid barren beauty of the high Lahaul and Spiti valleys with their imposing Buddhist monasteries and forts. Life moves at a serene pace in the state, far from the travails of the modern age. The simple rhythm, revolving around the tending of fields, flocks and orchards, is punctuated by the celebration of festivals and fairs that bring alive colourful traditions of music and dance. For the visitor there are exquisite locations for a relaxing holiday and marvelous opportunities for trekking, mountaineering, white water rafting, para sailing and angling.

4.2 Formation of Himachal Pradesh

Himachal Pradesh came into existence on 15th April, 1948 as a centrally administered territory and had at that time four districts viz; Chamba, Mandi, Mahasu and Sirmour with total area of 25,839 sq.kms. In 1951 it became a part 'C' state under a Lt. Governor with a 36 Member Legislative Assembly and a three member Cabinet. In 1954 another part 'C' state Bilaspur having an area of 1168 sq. kms was merged with. Assembly strength was raised to 41. In 1956 Assembly was abolished and it became a Union Territory. In 1960 a new border district of Kinnaur was carved out of Mahasu district. In 1963 the Assembly was revived and a popular ministry was formed. It had total six districts with an area of 27007 sq. kms and population of 13,51,144 at that time.

On 1st November, 1966 it was enlarged by merging the districts of Kangra, Shimla, Kullu, Lahaul & Spiti, Nalagarh Tehsil of Ambala district, some parts of Una Tehsil of Hoshiarpur district and Dalhausie of Gurdaspur district of the then Punjab State. With this merger, Himachal now had an area of 55,673 sq. kms and its population rose to 28,12,463. It, however, comprised of 10 districts viz; Bilaspur, Chamba, Kangra, Kinnaur, Kullu, Lahaul-spiti, Mahasu, Mandi, Shimla and Sirmour. On 25th January, 1971, Himachal Pradesh attained statehood.



On 1st September, 1972 reorganisation of districts took place. Two more districts viz; Una and Hamirpur were created mainly as a result of trifurcation of the erstwhile Kangra district. Also from the then existing districts of Mahasu and Shimla, new districts of Shimla and Solan were formed by reorganising the boundaries.

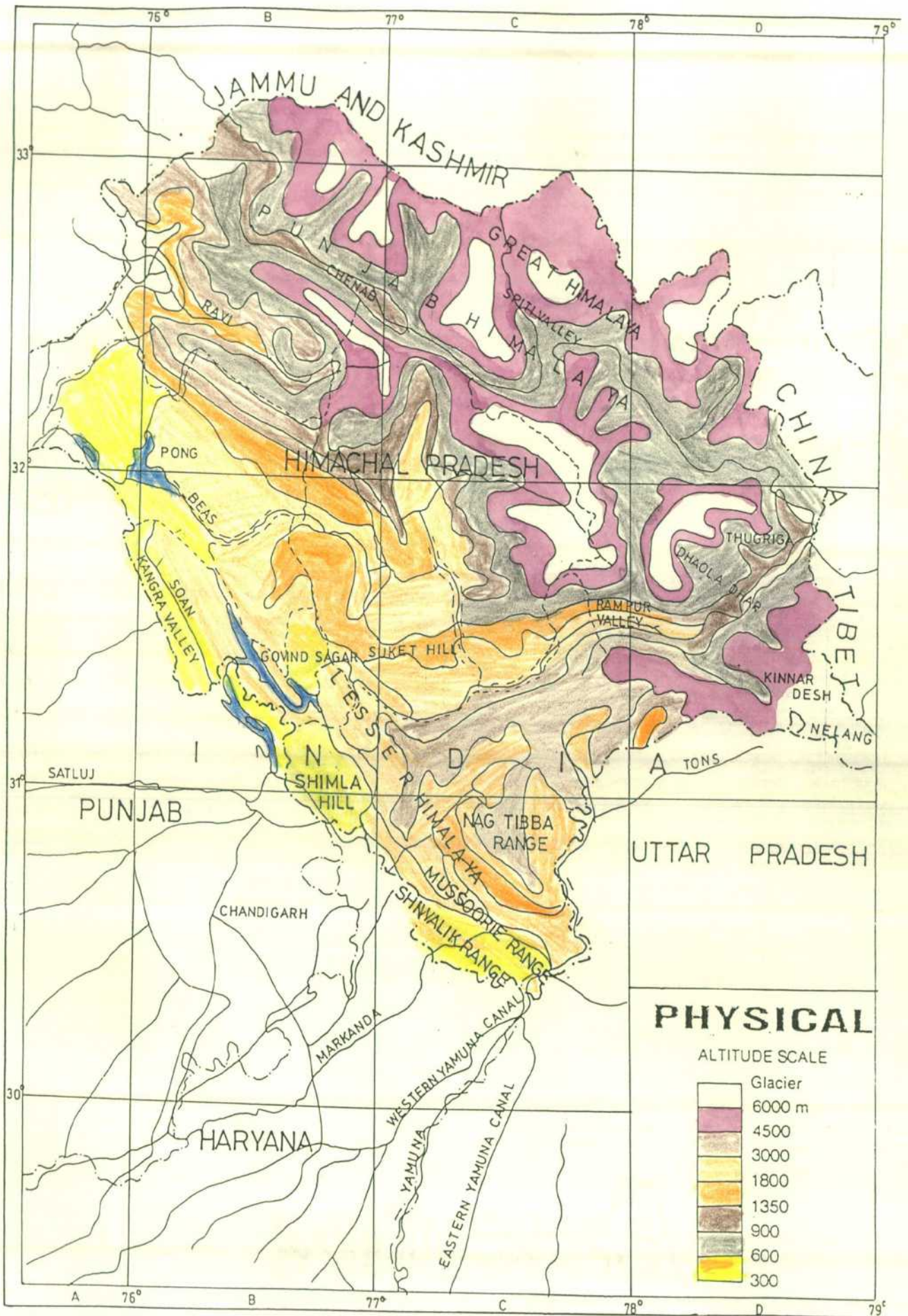
Presently, Himachal Pradesh comprised 12 districts having an area of 55,673 sq. kms and a population of 51.7 lakhs. Decennial population growth rate during 1981-91 is 20.8 percent, sex ratio is 976 persons, density 93 persons per sq. km. And literacy rate 63.9 percent.

Table – 4.1
ADMINISTRATIVE SET UP

District	No. Of sub-divisions	No. of Tehsils	No. of CD blocks	No. of Towns
1. Bilaspur	2	2	3	4
2. Chamba	6	7	7	3
3. Hamirpur	3	5	5	4
4. Kangra	8	14	13	7
5. Kinnaur	3	5	3	-
6. Kullu	3	3	5	4
7. L & S	3	2	2	-
8. Mandi	6	7	10	5
9. Shimla	7	12	9	9
10. Sirmaur	3	6	6	3
11. Solan	4	5	5	4
12. Una	2	3	4	5
Himachal	50	71	72	48

4.3 Physical Features:

Himachal Pradesh is almost wholly mountaineous with altitudes ranging from 350 metres to 6,975 metres above the mean sea level. Its location is between Latitude 30° 22' 40" N and Longitude 75° 45' 55" E to 79° 04' 20" E. It has a deeply dissected topography complex geological structure and a rich temperate flora in the sub-tropical latitudes. Physiographically, the State can be divided into five zones - viz. (i) wet Sub-temperate zone, (ii) Humid Sub-temperate zone, (iii) Dry temperate - alpine High lands, (iv) Humid



Sub-tropical zone, and (v) Sub-Humid Sub-tropical zone. Wet Sub-temperate zone comprises Palampur and Dharmshala of Kangra district, Jogindernagar area of Mandi district and Dalhousie area of Chamba district, Himid Sub-temperate zone comprises the district of Kullu, Shimla, parts of Mandi, Solan, Chamba, Kangra and Sirmaur, Dry temperate - Alpine High lands include major parts of Lahaul-Spiti, pangi and Kinaur, Humid Sub-tropocial zone consists of Bilaspur, major parts of district Mandi, Nahan area of district Sirmaur, Bhattiyat valley of district Chamba, Nalagarh area of district Solan, Dehragopipur and Nurpur areas of district Kangra. Sub-humid tropical zone comprises district of Una, paonta-Sahib area of distciet Sirmaur, and Indora area of district Kangra.

4.3.1 Climate

Himachal Pradesh lies in the lap of Himalayas. Its climate, is largely conditioned by that single factor. It varies from mild to cold with area under snowing winters. The normal rainfall is 152 cm. The maximum rainfall is in Kangara district.

4.3.2 Rivers

Rivers which flow through this State are Beas in Kullu, Mandi and Kangra districts, Satluj in Kinnaur, Shimla and Bilaspur districts, Yamuna has its tributaries in Shimla and Sirmaur districts, Chenab (Chander Bhaga) flows through Lahaul-Spiti and Chamba district and Ravi through Chamba district.

All these rivers are snow-fed and hence perennial. Besides the natural reservoirs and the large drops available in the river courses provide immense potential for hydro power generation at a low cost.

4.3.3 Population

Himachal Pradesh extends over an area of 55,673 sq. kms. According to 1991 Census, the total population of the State is 51,70,877 with a density of 93 persons. The highest density 330 is in Hamirpur district and the lowest is in Lahaul-Spiti district. About 91 per cent of the population lives in rural areas. According to 1991 Census, percentage of

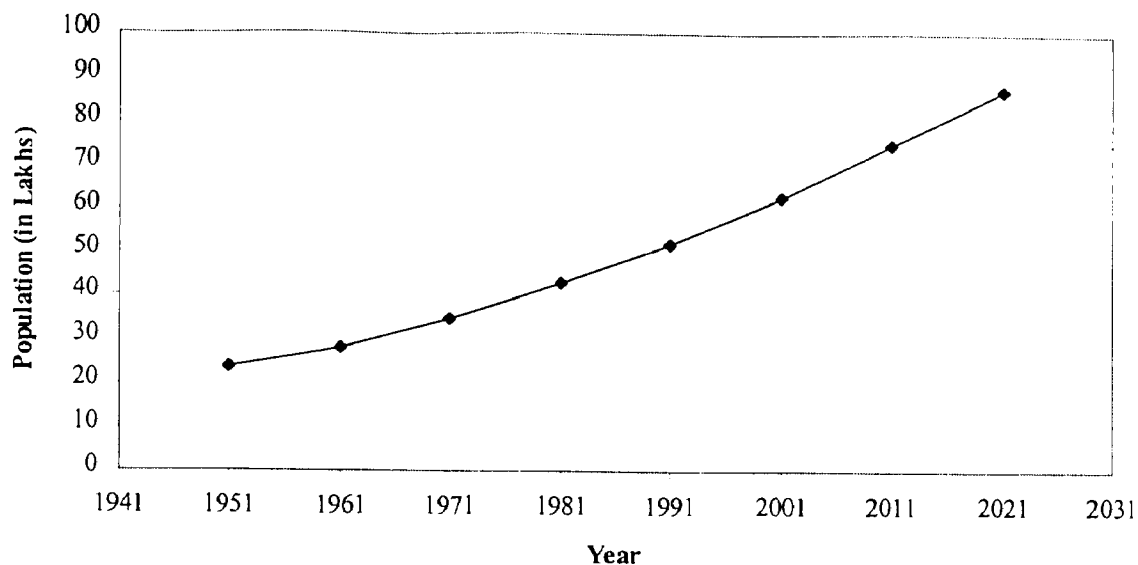


Figure 4.2 : Graph showing the Growth of Population in Himachal Pradesh

**Table – 4.3
SALIENT FEATURES OF POPULATION CENSUS IN HIMACHAL PRADESH**

Year	Total Population (in lakh)	Decennial growth rate	Sex rate (females)	Density per sq. kilometre	Literacy percentage	Urban population percentage
1	2	3	4	5	6	7
1951	23.86	5.42	912	43	-	4.1
1961	28.12	17.87	938	51	21.27	6.3
1971	34.60	23.04	958	62	31.96	7.0
1981	42.81	23.71	973	77	42.48	7.6
1991	51.71	20.79	976	93	63.86	8.8
2001	62.71	-	-	-	-	-
2011	74.62	-	-	-	-	-
2021	87.23	-	-	-	-	-

Source :- (i) General Population Tables-IIA, Census of India, 1971
(ii) Census of India, 1981, Series 7, Paper-I of 1982, Primary Census Abstract of S.C. and S.T.
Census of India, 1991 Final Population Totals-Series-9, H.P., Paper-I, of 1992.

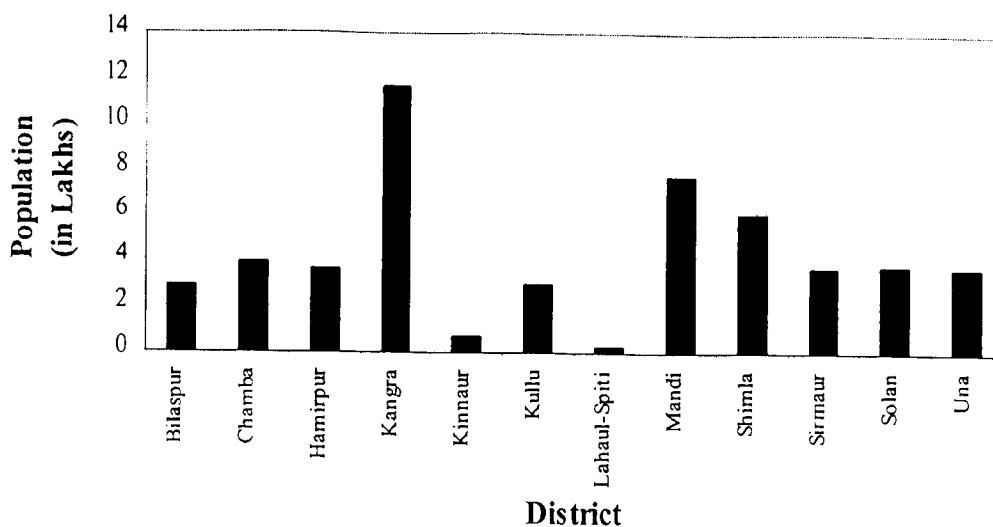


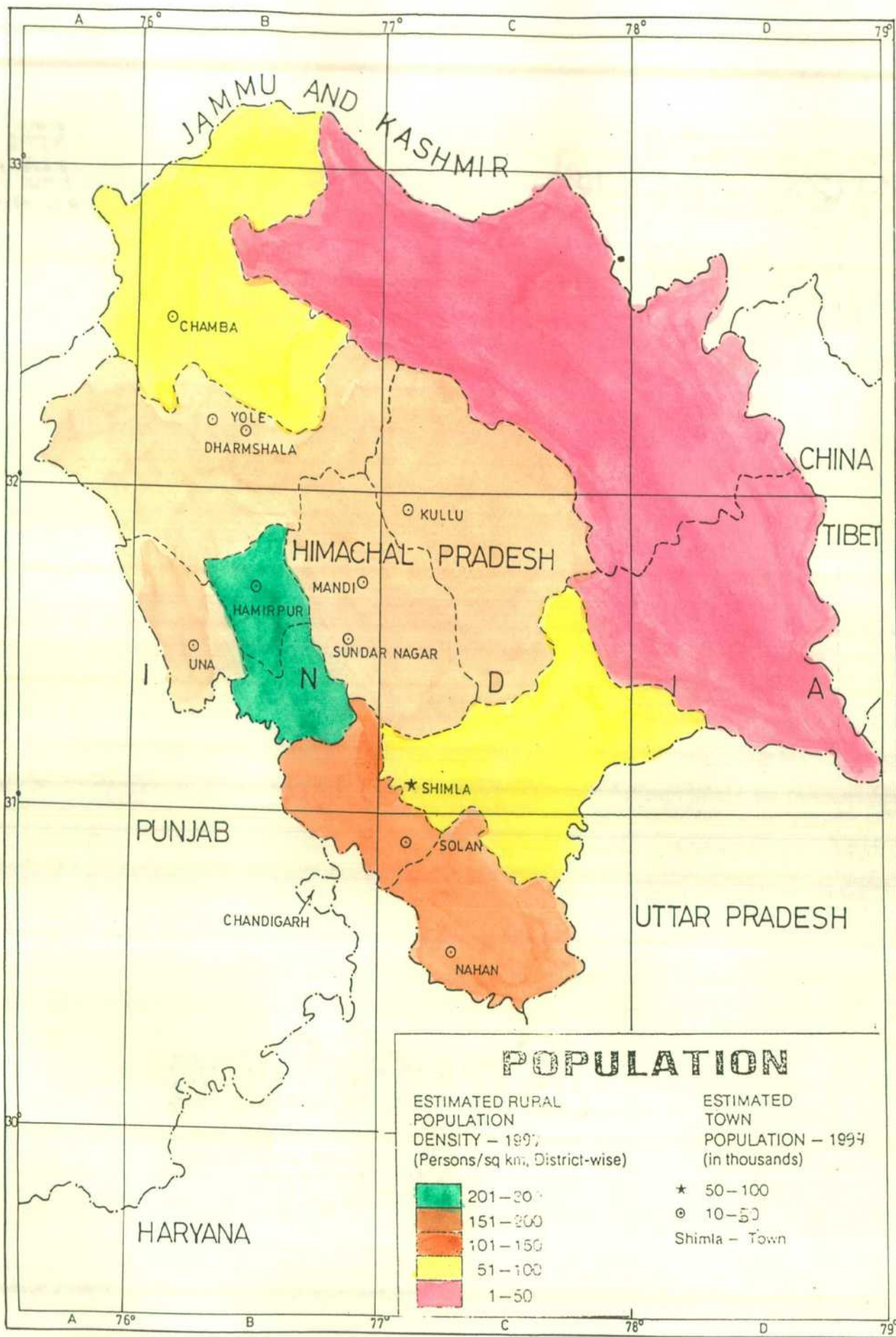
Figure 4.1: Bar Chart showing District Wise Population

Table – 4.2
DISTRICT-WISE AREA, POPULATION, SEX RATIO AND DENSITY OF
POPULATION 1991 CENSUS

District	Area (sq. kilometres)	Population	Sex ratio (Females per thousand males)	Density per sq. kilometre
1	2	3	4	5
Bilaspur	1,167 (2.10)	2,95,387 (5.71)	1,002	253
Chamba	6,528 (11.72)	3,93,286 (7.60)	949	60
Hamirpur	1,118 (2.01)	3,69,128 (7.14)	1,105	330
Kangra	5,739 (10.31)	11,74,072 (22.71)	1,1024	205
Kinnaur	6,401 (11.50)	71,270 (1.38)	856	11
Kullu	5,503 (9.38)	3,02,432 (5.85)	920	55
Lahaul-Spiti	13,835 (24.85)	31,294 (0.61)	817	2
Mandi	3,950 (7.09)	7,76,372 (15.01)	1,013	197
Shimla	5,131 (9.22)	6,17,404 (11.94)	894	120
Sirmaur	2,825 (5.07)	3,79,695 (7.34)	897	134
Solan	1,936 (3.48)	3,82,268 (7.39)	909	197
Una	1,540 (2.77)	3,78,269 (7.32)	1,017	246
Himachal Pradesh	55,673 (100.00)	51,70,877 (100.00)	976	93

Note :- Figures in brackets indicate percentage to total.

Source:- (i) Census of India, 1991 Final Population Totals-Series-9, H.P., Paper-I of 1992



total main workers to total population was 42 percent, and number of females per thousands males was 976. The decennial growth rate was 20.79 percent during 1981-91 and the projected population is shown in Table No.- 4.4

TABLE – 4.4
PROJECTED POPULATION OF HIMACHAL PRADESH
(‘ 00 Persons) (Provisional)

Period	Projected Population (as on Ist March)	Projected Population (as on Ist July)
1	2	3
1992	52,693	53,025
1993	53,695	54,033
1994	54,716	55,061
1995	55,757	56,109
1996	56,819	57,194
1997	57,951	58,335
1998	59,105	59,495
1999	60,282	60,680
2000	61,484	61,890
2001	62,709	-

Source :- Report of the Expert Committee on Population Projection set up by the Planning Commission.

4.3.4 Roads

In a hilly State like Himachal Pradesh, the entire progress depends primarily on the development of roads. It is not possible to provide appreciable length of railways in these areas. No movement of any type of material and persons in various fields like agriculture, horticulture, industry is at all possible unless there is a well developed system of roads and road transport. Thus the roads constitute the very life line of Himachal's economy. As against the recommended road density/norms for hill areas which stands at 64 km. Per 100 sq. kms of area, density of motorable roads per 100 sq. kms. Of area in Himachal Pradesh stood at 36.4 km. As at the end of 1997-98. Table - gives the details of the roads at state level.

TABLE – 4.5
ROADS IN HIMACHAL PRADESH

(In Kilometre)

1	As on 31 st March					
	1993	1994	1995	1996	1997	1998
2	3	4	5	6	7	
1. Motorble double lane	2,000	2,100	2,150	2,200	2,250	2,290
2. Motorble single lane	16,160	16,420	16,710	17,110	17,510	17,980
3. Jeepable	865	895	871	910	921	961
4. Less than Jeepable	4,328	4,397	4,385	4,445	4,475	4,542

Source:- Public Works Department, Himachal Pradesh.

Note-Figures include National Highways also.

4.3.5 Transport

Road transport is the principal mode of transportation in Himachal Pradesh. Passenger Transport is managed by a government owned Himachal Road Transport Corporation (H.R.T.C.). As on 31st March, 1998 this corporation had 1,735 buses, 9 trucks and 57 other vehicles. There are only two narrow gauge railway lines connecting Shimla with Kalka (96 km.) and Jogindernagar with Pathankot (113 km.) and one 16 km. Broad gauge railway line from Nangal-dam to Una. In the recent years Himachal Pradesh has set up 10 helipads in different areas of the State.

TABLE – 4.6

NATIONALISED ROAD TRANSPORT

1	Number of motor vehicles					
	Buses	Trucks	Others	Total	No. of routes under operation	Distance covered ('000 kilometres)
2	3	4	5	6	7	
1987-88	1,334	7	52	1,393	1,125	87,900
1988-89	1,376	7	51	1,434	1,207	85,200
1989-90	1,503	6	60	1,569	1,272	86,400
1990-91	1,525	8	60	1,569	1,272	86,400
1991-92	1,606	9	58	1,673	1,524	106,667

1992-93	1,616	-	-	1,614	1,569	113,278
1993-94	1,598	9	56	1,663	1,499	122,194
1994-95	1,670	9	58	1,737	1,526	123,476
1995-96	1,692	8	63	1,763	1,621	126,633
1996-97	1,711	9	54	1,774	1,627	128,454
1997-98	1,753	9	57	1,829	1,658	134,264

Source:- Himachal Road Transport Corporation, Shimla.

4.3.6 Economic Life

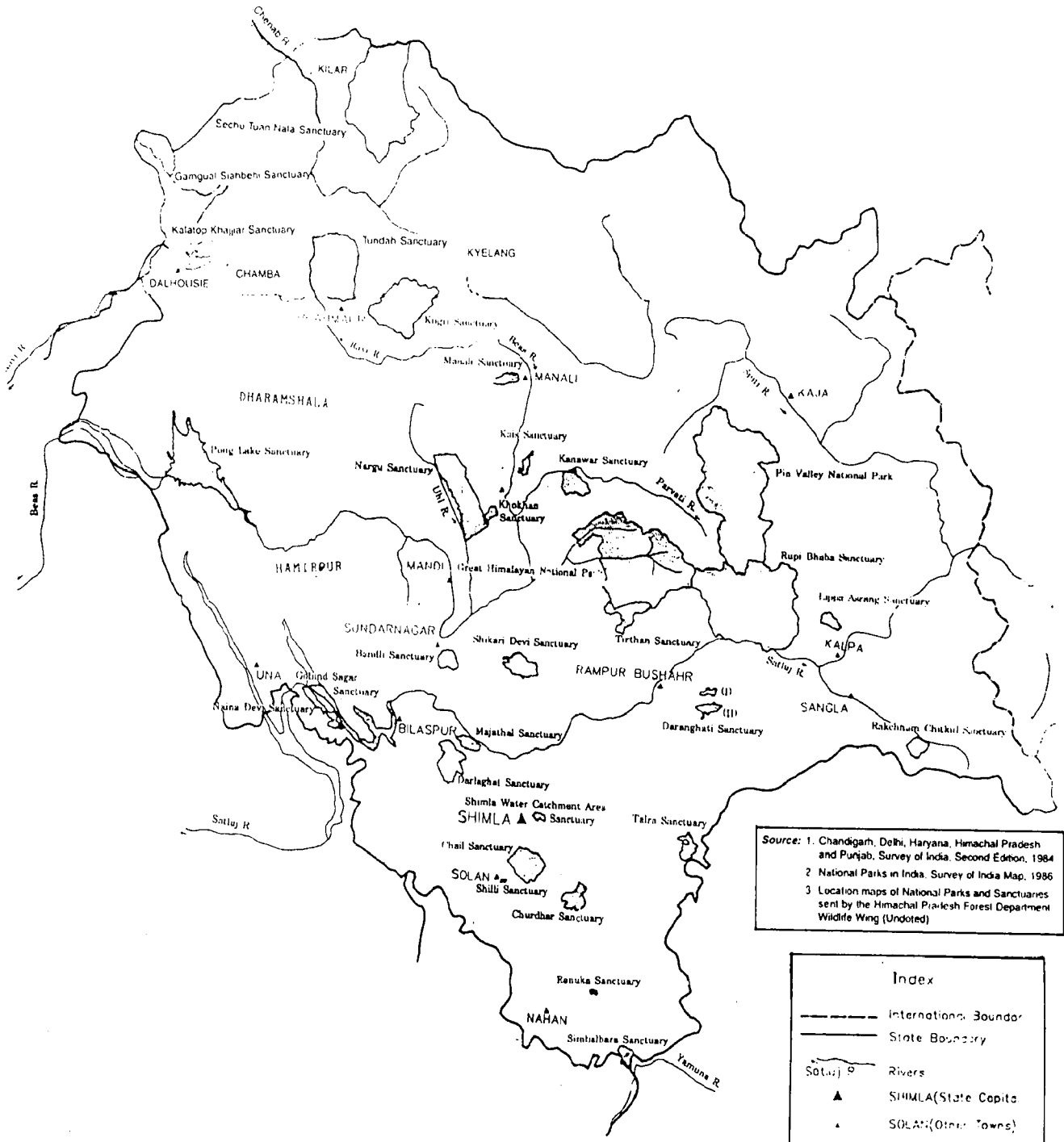
The people of Himachal Pradesh have been passing through the stages of economic growth. The physical setting, the climatic conditions, the terrain and the socio-cultural milieu have moulded the economic development of the state. In the evolution of the occupations and professions of the people of Himachal Pradesh, the geo-ecological setting and historical processes have played the decisive role. There has never been a single primary source of livelihood of the people of Himachal Pradesh. All the avenues of animal husbandry, horticulture, agriculture, forestry, cottage industry, trade, commerce and Tourism must have been equally important for them, from the earliest known times.

4.3.7 Health Facilities

Himachal Pradesh Government has done the splendid job in the filed of health service to provide the basic health facilities to every individual in the state a the nearest possible place. The table below shows the details of the Health Facilities in Himachal Pradesh.

4.3.8 Wild Life Sanctuaries And Parks In Himachal Pradesh

Himachal Pradesh has rich flora and fauna. There are two national parks and twenty-nine sanctuaries found in Himachal Pradesh. The total area under national parks is 1,29,500 hectares which is 2.33% of the state area. Sanctuaries account for another 2,65,288.65 hectares or 4.77% of the State area. The total area under both categories of protected area is 3,94,788.65 hectares covering 7.10% of the state area. This is over double of the percentage of the area under national parks and sanctuaries in India as a whole (3.3%).

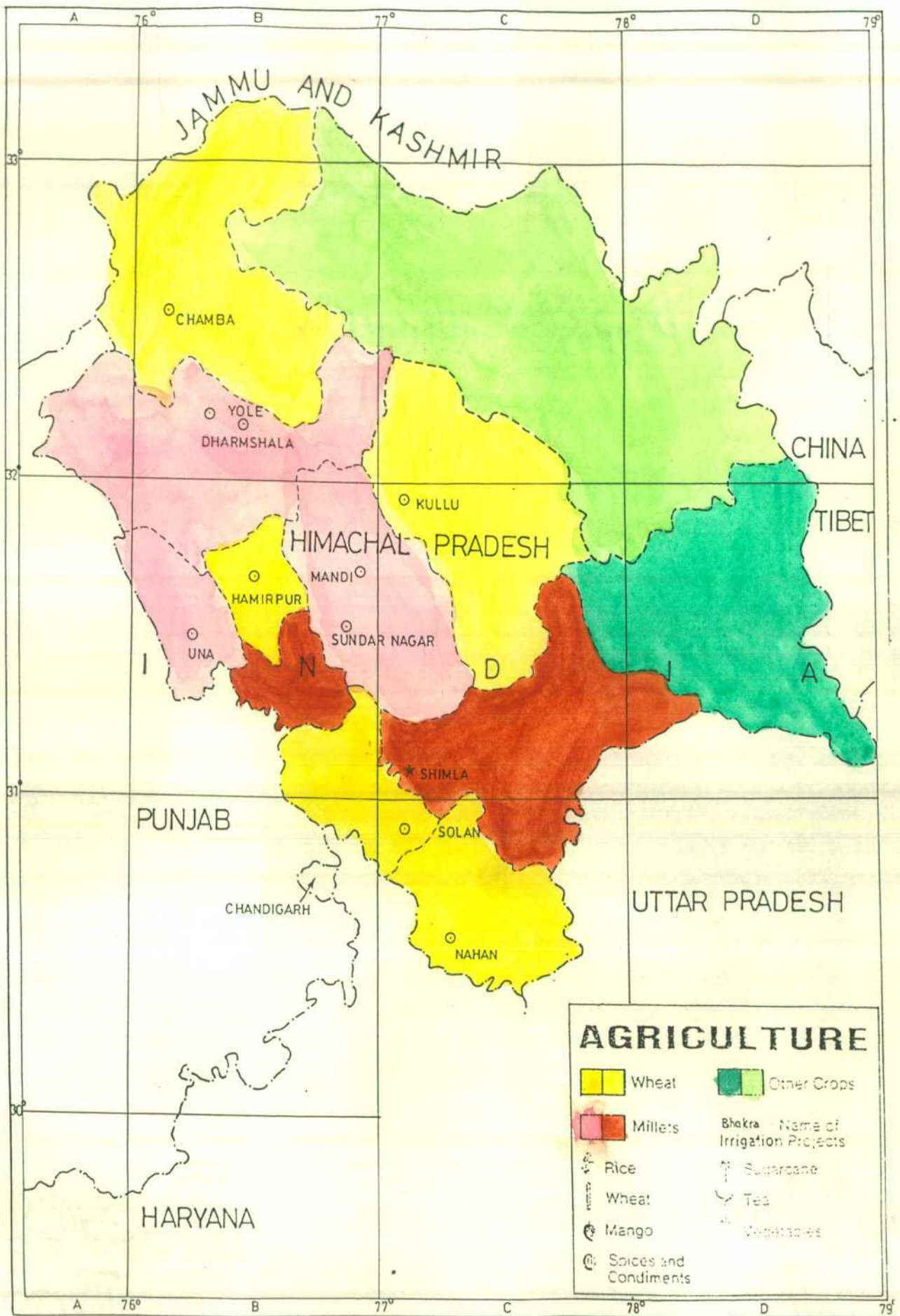


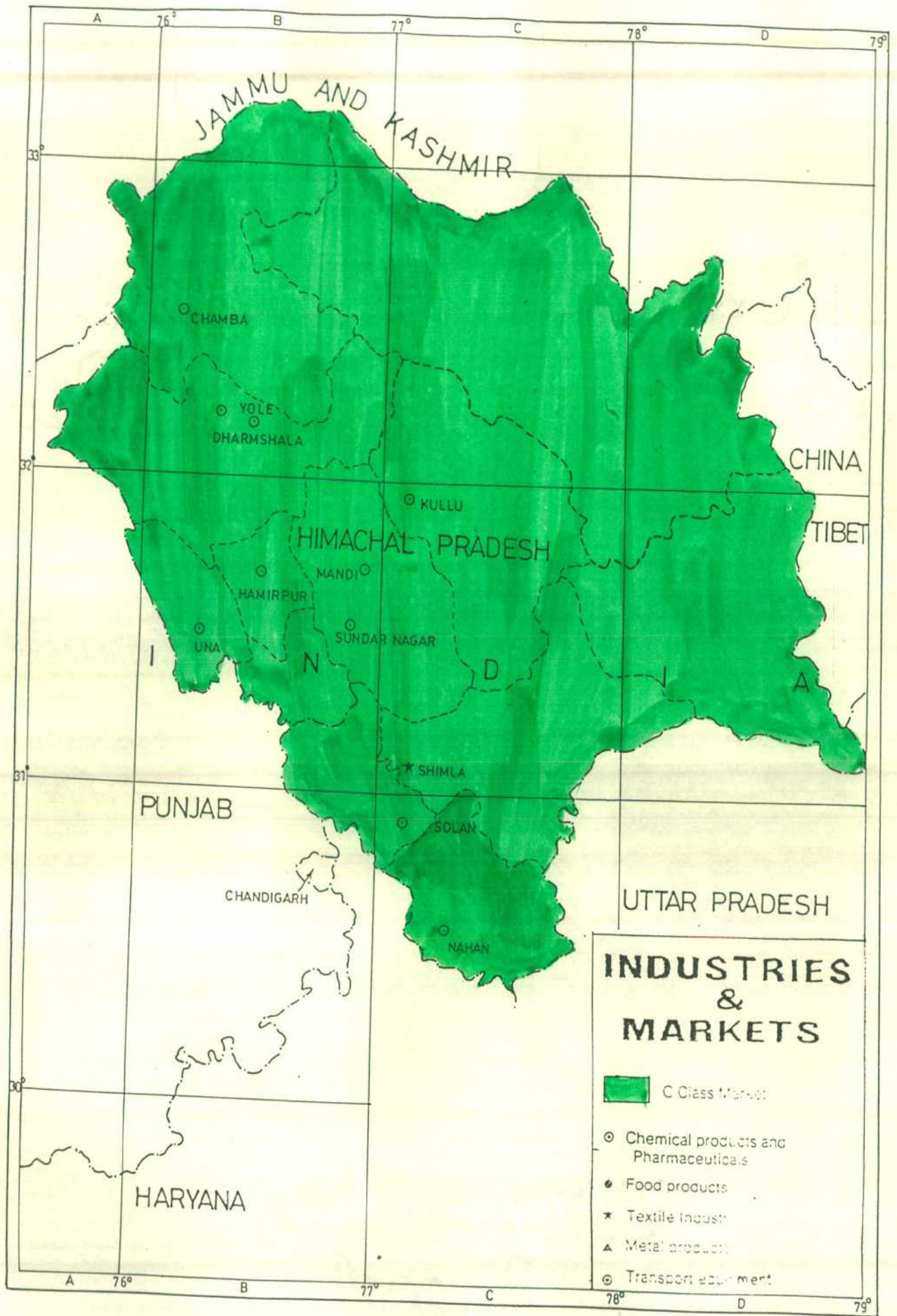
Source: 1. Chandigarh, Delhi, Haryana, Himachal Pradesh and Punjab, Survey of India, Second Edition, 1984
 2. National Parks in India, Survey of India Map, 1986
 3. Location maps of National Parks and Sanctuaries sent by the Himachal Pradesh Forest Department Wildlife Wing (Undated)

Index	
-----	International Boundary
—————	State Boundary
~~~~~	Rivers
▲	SHIMLA (State Capital)
•	SOLAN (Other Towns)
○	National Parks/Sanctuaries

**NATIONAL PARKS AND SANCTUARIES OF HIMACHAL PRADESH**







### INDUSTRIES & MARKETS

- C Class Market
- Chemical products and Pharmaceuticals
- Food products
- ★ Textile Industry
- ▲ Metal products
- ⊙ Transport equipment

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Table – 4.7

TABLE SHOWS THE HEALTH FACILITEIS AS ON MARCH, 1999

Sr. No.	Item	1971	1980	1985	1990	1995	1997	1998
1	2	3	4	5	6	7	8	9
1.	Hospitals*	39	58	73	73	69	74	79
2.	Primary Health Centres Including CHC's/ Upgraded PHC's	72	77	145	225	275	310	377
3.	Allopathic Dispensaries	119	186	214	197	165	167	154
4.	Ayurvedic** Dispensaries	363	404	430	527	596	818	981
4.	Health Sub-Centres	256	856	1,299	1,851	1,907	1,980	2,069
	Total :	849	1,581	2,161	2,873	3,012	3,349	3,360

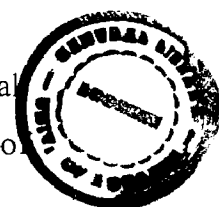
* Includes Ayurvedic, State Special Voluntary/Missionary and Private Hospitals.

** Includes Yunani and Homeopathic Dispensaries.

#### 4.3.9 Hydro Power

Power provides the basic infrastructure for economic development, it is vital for agriculture and industry. There are various sources from which energy can be obtained viz., burning coal, oil, gas, wood waste and nuclear materials. However, the most vital source of energy, which man found, is the power of water when it falls from a height. There are many advantages of hydro-power. First and foremost is that hydro power is the cheapest of all the other sources of producing power. Earlier this hydro power has been utilised by man conservatively in the form of water mills for grinding maize, wheat and other food stuffs.

Himachal Pradesh has a vast hydel power potential and through preliminary hydrological topographical and geological investigations, it has been estimated that 21.244 MW of





hydel power can be generated in the State, by constructing various major, medium, small and mini micro hydel projects on five perennial river basins.

The power development in Himachal Pradesh is in the infancy stage and, therefore, the scope of electricity consumption is unlimited. Consumption of electricity in Himachal Pradesh otherwise also needs to be accelerated to reduce the pressure on the forests as other sources of energy can't be made available in the far flung areas.

**Table – 4.8**

**TABLE SHOWS THE POWERS CONSUMER CLASS**

Year	Category of Consumer (in million units)						Total
	Domestic	Commercial	Industrial	Public Lighting	Agricultural	Bulk & Misc.	
	1	2	3	4	5	6	7
1978	50.0	23.9	40.9	1.9	5.5	80.2	202.4
1980	62.4	32.6	107.5	2.0	5.8	54.4	264.7
1983	92.5	45.5	207.0	2.2	12.0	35.8	395.0
1985	113.290	48.98	339.04	2.70	21.01	38.27	563.31
1989	197.57	73.57	530.93	3.56	25.76	65.70	897.10
1991	253.10	83.71	581.97	3.22	29.79	70.20	1022.01
1994	348.52	103.08	797.32	4.40	11.94	74.39	1339.68
1996	426.7	120.5	1059.9	6.2	11.3	132.7	1757.1
1998	474.4	134.9	1182.5	6.0	10.5	138.2	1946.5

**Source :** Brief Facts Himachal Pradesh DESHP-1950-1998.

## **CHAPTER – 5**

### **5.0 HISTORICAL BACK GROUND OF TOURISM DEVELOPMENT IN HIMACHAL PRADESH**

**5.1 Introduction**

**5.2 The Initial Phase (1814-1900)**

**5.3 The British Phase (1901-1947)**

**5.4 The India Phase (1947 to date)**

**5.5 The tourism policy of Himachal Pradesh**

**5.1 The majors strengthening the Himachal Pradesh Tourism**

## **5.0 HISTORICAL BACK GROUND OF TOURISM DEVELOPMENT IN HIMACHAL PRADESH**

### **5.1 Introduction**

Thus, Tourism in Himachal Pradesh has long and uninterrupted history. What began as a Hindu sacrament in the ancient past, had cultural moorings, in the medieval times, and today it has taken the shape of leisure-industry, responsible for earning much needed foreign exchange for the country.

Known as “Devabhumi” (the Land of God.) it is supposed to be the cradle of civilisation based on the finding of Paleolithic tools in Kangra, Gular and Dehra. It seems to be about 40,000 years old. German scholar Benel and others have called it the abode of the primitive man. Tourism in Himachal is not a concept. Its history goes to 630 A.D. when Chinese traveller-Hiuen Tsang visited India and made observation about Jalandhra, Kuluta (Kullu) and Srughna. In those days, these places were main Budhists Centres. Apart from Hiuen Tsang many other foreign travellers have left interesting accounts of on various parts of Himachal Pradesh. Those days Pilgrimage has been primary motivation of travellers to these regions.

The practice of going to the hills started with the Britishers. British entry into hills was the result of Anglo-Gorkha of 1814 in which. Amar Singh Thapa suffered a major jolt and had to abandon all claim to those hills areas.

The modern tourism development of the Himachal Pradesh can be divided into the following distinct stages.

- 5.2 The initial Phase (1814-1900);
- 5.3 The British Phase (1901-1947)
- 5.4 The Indian Phase (1947 to date).

## 5.2 The Initial Phase

Tourism as an industry began developing in Himachal only in 19th century, when the British started finding hill stations for relaxation in order to get rid of summer heat from plains. A small village named Sabathu 20 miles from Kalka was first hill station, where the British political agent started residing. Major Kennedy constructed the first Pucca house in Shimla in 1822 (Krishnaswamy, 1987). He invited the Governor General Lord Amherst to stay with him in 1827. This visit resulted the expansion of Shimla. Later on Lord Dalhousie shifted his summer headquarter to "Chini" now known as Kalpa, to keep watch and check on the activities of Sikhs. Since 1864, from the time of Lord Lawrence, Shimla continued to be summer capital of Govt. of India and even before that it was the regular Head Quarter of Commander-in-Chief.

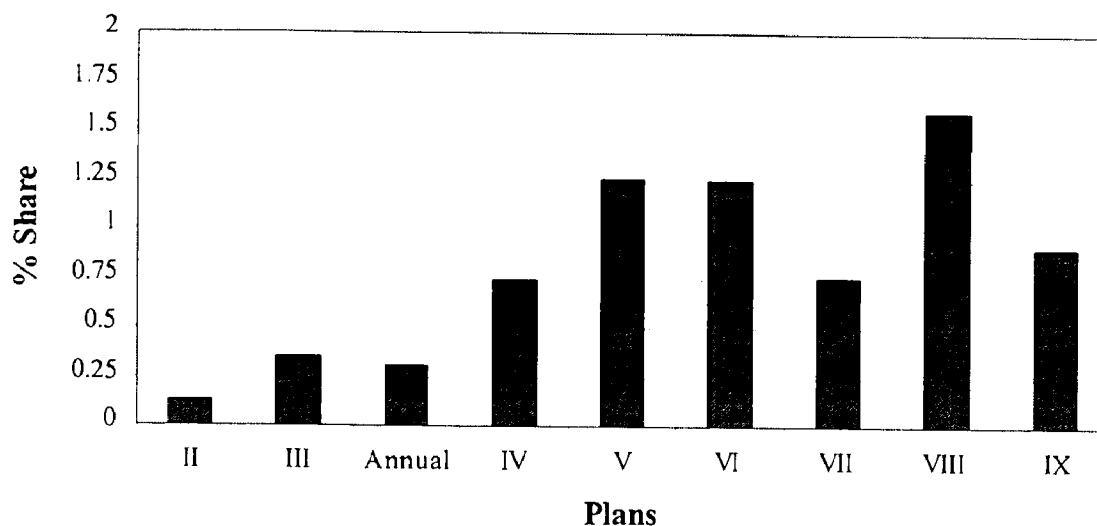
## 5.3 The British Phase

The advent of a railway line upto Shimla in the year of 1903 held a great promise for the further development of in H.P. Hence this phase marks the true origin of conscious tourism in Himachal Hills. The Cicer Hotel came off to satisfy the needs of tourists of that phase. The Mall Road, Ridge, Naldehra for golf lovers, Anadale for football matches, horse racing, sports, gymkhana and club hours became tourist haunts. Many Indian princess like prince of Patiala, Landlords, capitalists and foreigners constructed their own residences. No wonder, the Shimla came to be called as "the queen of the hills" during this phase. Apart from Shimla other cantonments like Sabathu, Kasauli, Dagesai, Sanawar and Dalhousie were the main attractions.

## 5.4 Indian Phase

After the departure of the Britishers in 1947 Shimla became the capital of Punjab state till 1953. From 1947 to 1966, when it was merged with Himachal Pradesh, it became a back number among the districts of Punjab. With the reorganisation of the areas of Punjab in 1971, very rich tourists potential areas such as Kullu, Manali, Kangra, Dharamshala, Shimla, Kasauli, Chail, Dalhousie and Lahaul Spiti came under Himachal Pradesh.

The development of tourism in Himachal Pradesh began with the starting of second five years plan. Since, then there has been a steady increase in the plan allocation in favour of tourism industry to explore more and more avenues for the tourists of varied interests. The given table is quite interesting from plan allocation point of view.



**Figure 5.1 : Bar Chart showing State Plan Outlay for Tourism**

**Table – 5.1**

**State Plan Outlay For Tourism  
(Amount in Lakhs)**

Plans	Tourism	Total Outlay	% Share of Tourism
I Plan (1951-56)	-	527.25	-
II Plan (1956-56)	2.08	1,602.60	0.13
III Plan (1956-61)	12.00	3,384.73	0.35
Annual Plans (1956-61)	12.52	10,140.00	0.31
IV Plan (1969-74)	75.00	10,140.00	0.74
V Plan (1974-78)	300.0	23,845.00	1.26
VI Plan (1974-83)	700.00	56,000.00	1.25
VII Plan (1985-90)	800.00	1,65,000.00	0.76
VIII Plan (1992-97)	1500.00	2,50,200.00	1.6
IX Plan (1997-2002)	5190.00	576000.00	0.9

**Source:-** i) An overview of Planning in Himachal Pradesh, 1989.

ii) VIII Plan (1992-97)



## 5.5 TOURISM POLICIES OF HIMACHAL PRADESH

Himachal Pradesh has taken the lead in the country in formulating a comprehensive Tourism Policy in 1992. In the Indian Constitution, tourism is a state subject. Directive Principles of State Policy Article where States have right to develop their own policies, programmes and plans.

The Himachal Pradesh Government considers tourism to be multidimensional industry that has significant implications on other sectors of the economy. It places a very high priority to tourism so that it can become an input to rapid overall economic development. The aim of the Government sector will be an over all development of tourism industry. This objective will primarily be achieved through the mechanism of private enterprise and initiative. At the same time government will have to play an important role by constant interaction with tourism trade, visitors and the people of the State. Considering all other factors special concession may be granted to citizen of Himachal Pradesh at all levels. To achieve these aims the development of tourism will go on planned basis, pin pointing specific aspect of the sector. By creating infrastructure facilities, like accommodation, transportation, catering, wayside, amenities, tourism clusters, package tour, publicity, promotion of art and crafts, adventure and culture, heritage tourism etc. started in big way with the help of master plans.

In 1993, a new Tourism Policy 'Tourism incentives 93' was adopted to promise tourism activities like adventure sports, amusements, health, environment, culture, heritage tourism and entertainment and business tourism in the state. Presently, tourism incentives are available on almost all the mentioned activities. Another major feature of this policy was to draw up a comprehensive plan for boosting tourism in the tribal areas of the state. This plan is working in well direction but lot to be done to achieve the fixed target.

### *5.6 THE MAJOR STRENGTHS OF THE HIMACHAL PRADESH TOURISM ARE:*

- i) Himachal has tourism resource comparable to other mountain resorts including Jammu and Uttrakhan while lacking the well developed image of kashmir.
- ii) Bu virtue of its location to South of Jammu and Kashmir, Himachal Pradesh has added advantage of being close to Plaing and Delhi. Delhi and Chandigarh forms the main gateway cities to this region of Himalayas.
- iii) Shimla and Manali are the most popular hill stations for domestic tourists and the foreigners especially the British and Common-wealth community.
- iv) Manali is the main entry-point for the remote region of Lahaul-Spiti and Shimla for Kinnaur , which are comparable with lakakh and Kashmir.
- v) Shimla's mountain scenery and a strong reminder of architecture and heritage of Raj days which are sought after festivals of India in several countries abroad.
- vi) The potential of Himachal for special interest and adventure tourism, trekking, mountaineering, skiing, hang gliding, balooning, white water rafting, motor-rallies, fishing, Wild Life etc. are immense.
- vii) Handicraft's and shopping opportunities and towards.
- viii) Simple, gay, colourful people and very positive freindly attitude of people of Himachal Pradesh towards tourists adds big flavour in tourism strength.

## **CHAPTER – 6**

### **6.0 OVERVIEW OF TOURIST POTENTIAL IN HIMACHAL PRADESH**

- 6.1 Introduction ( A unique tourist state)**
- 6.2 Shimla and its surroundings**
- 6.3 Nahan and its surroundings**
- 6.4 Chamba, Dalhousie and its surrounding**
- 6.5 Kangra valley**
- 6.6 Kullu valley**
- 6.7 Kinnaur and Lahaul & Spiti**
- 6.8 The people of Himachal Pradesh**
- 6.9 Fair and Festival**
- 6.10 Painting**
- 6.11 Handicrafts**
- 6.12 Adventure Tourism**
- 6.13 Museum**
- 6.14 Himachal A wonderland**

## **6.0 OVERVIEW OF TOURIST POTENTIAL IN HIMACHAL PRADESH**

### **6.1 Introduction ( A unique tourist state)**

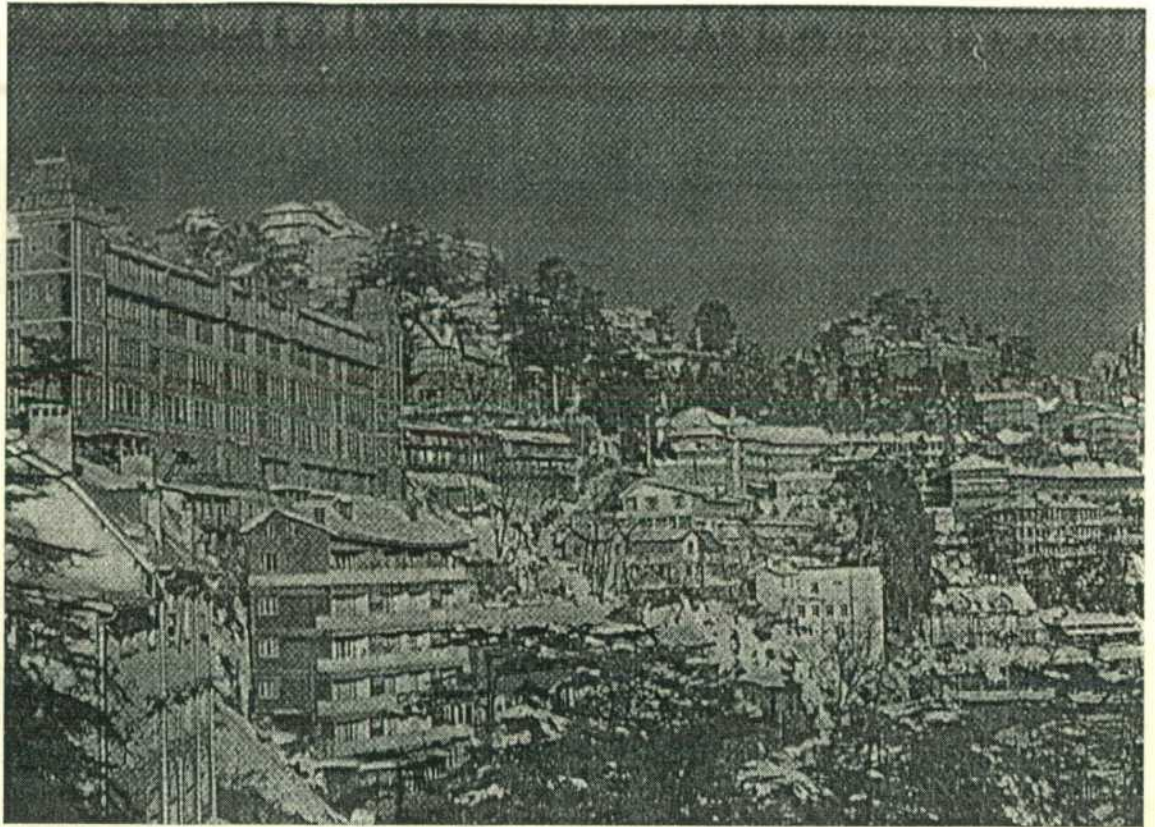
The state of Himachal Pradesh occupies a unique place on tourist map of India as well as that of the world. Being a peaceful and tranquil state of the Indian Union, it provides the safest habitat for tourists from all over the globe. The disturbed state of affairs in adjoining tourist state of Jammu and Kashmir, has resulted in influx of tourist in this pretty state over the recent years. It has distinction of having world famous tourist resorts of Shimla, Manali, Kullu and Dalhousie. The infatuating natural and cultural landscapes of this North-Western Himalayan state have impressed numerous lovers of nature and culture to such an extent that they have made it their permanent habitat.

Himachal has the mountains for an easel, a pantheon of Gods for inspiration and all of nature for its matchless palette. With these, Himachal Pradesh has created some of the most exquisite landscapes in the world wide, varied and pervaded by a rare and enduring beauty. The state of Himachal lies in the extreme north, where the Himalay dwarf the plains and reach skyward. The terrain and climate make it a year-round destination, with myriad delights. Here, among a handful of last outposts, nostalgia for the British Raj lingers on in quaint names and stately mansions. Here, too, green woods beckon to the adventurer, with the promise of untrodden trails, unnamed peaks. And here, tucked away in tranquil valleys, nestle the abodes of myriad Gods, where spiritual calm reigns. The seasons, too weaves a wondrous magic in Himachal Pradesh. Springtime brings with it an explosion of colours on the hillsides, as a thousand-flower bloom. The rainy season drapes luxuriant green slopes in swirling chiffon's of mist. The winter months blanket the region with snow, touching it with a haunting beauty.

### **6.2 Shimla and its Surroundings**

For the first-time traveller, the Himachal Pradesh experience can begin quite gently, with a smooth transition from the plains to the foothills. But from then on, the sky is the limit. Heights in the region start from a modest 350 metres above sea level, but the time you've arrived at the Himalayan frontiers, be prepared for peaks touching 7000 metres. To begin



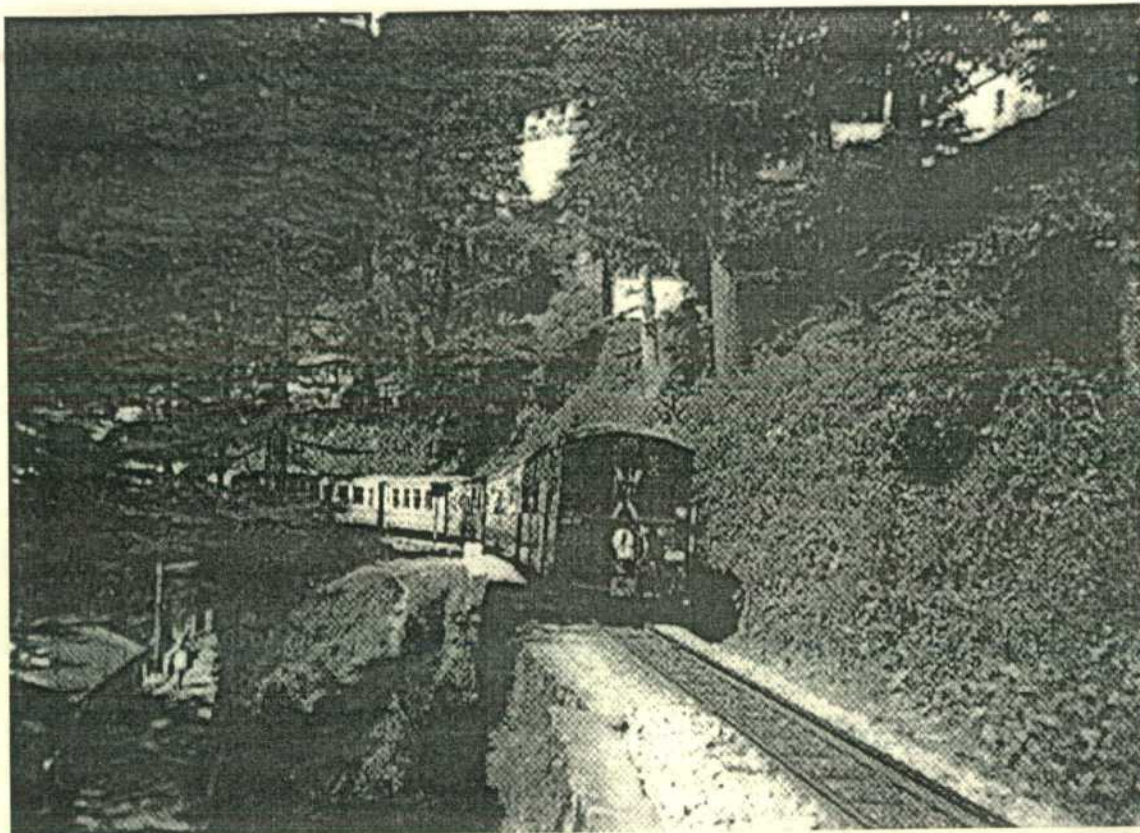


Shimla- The Capital Town.

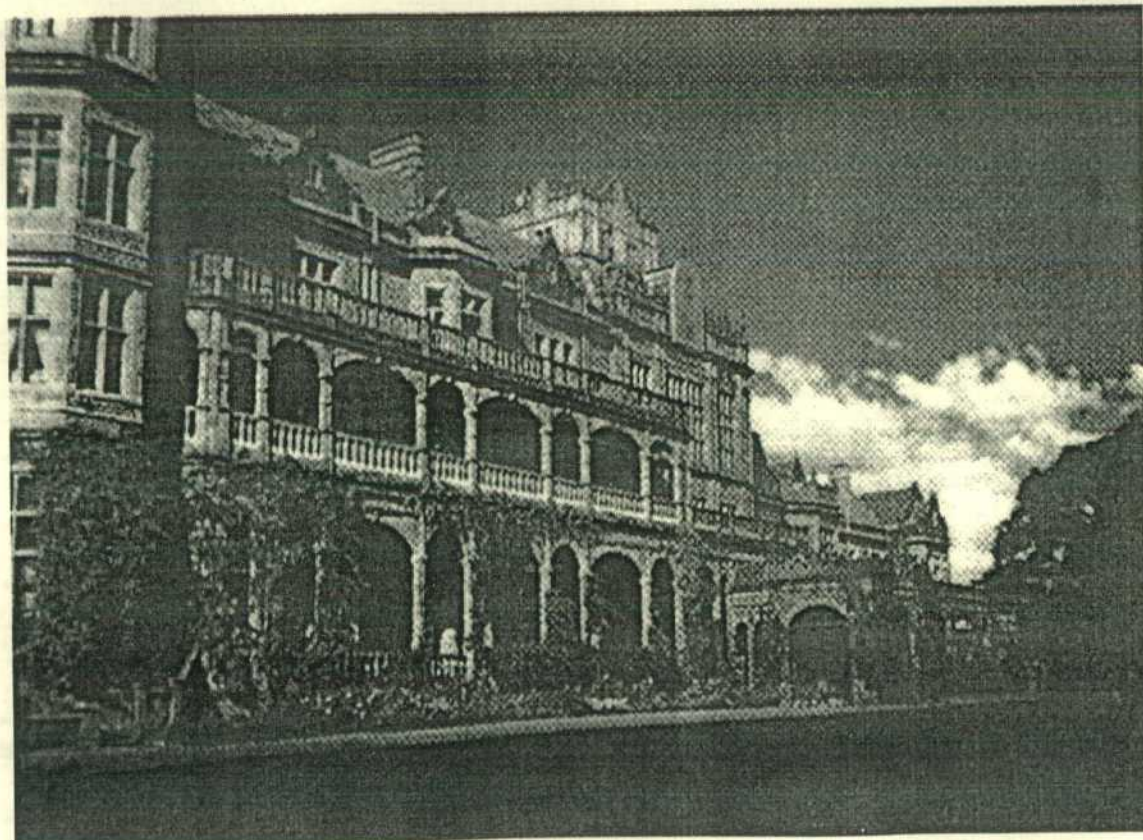


City Palace-Chamba





Toy Train From Kalka To Shimla, An Enjoyable Journey.



The Legacy Of British Raj, Vice Regal Lodge, (IAS), Shimla

with, there is the quaint charm of the old English summer resorts. Once quiet settlements, these grew up as retreats for the men and women who ruled India. Every summer, the plains would witness an exodus of the English fleeing the oppressive heat of Northern India. And for those months, the seat of administrative control, shifted to a little town in the south of Himachal-Shimla. Shimla, today is a charming town, with an almost palpable British presence manifest in buildings like the Christ Church, the Viceregal Lodge, the famous Scandal point, as also the many cottages. Streets climb steeply and markets lie in snug lanes. Side walks sometimes leave the narrow streets altogether and wander alongside. Apart from the Mall, which is the nerve-centre of the town, there are plenty of enchanting walks to nearby attractions. Shimla's white winters are particularly lovely, a distinction shared by the nearby skiing resorts of Kufri and Narkanda. Close at hand are Lord Kitchener's residence Wildflower Hall (proposed hotel complex, after it burnt) Kasauli, Solan, Barog and Chail. Close by, Naldehra has a picturesque golf course.

### **6.3 Nahan and its Surroundings**

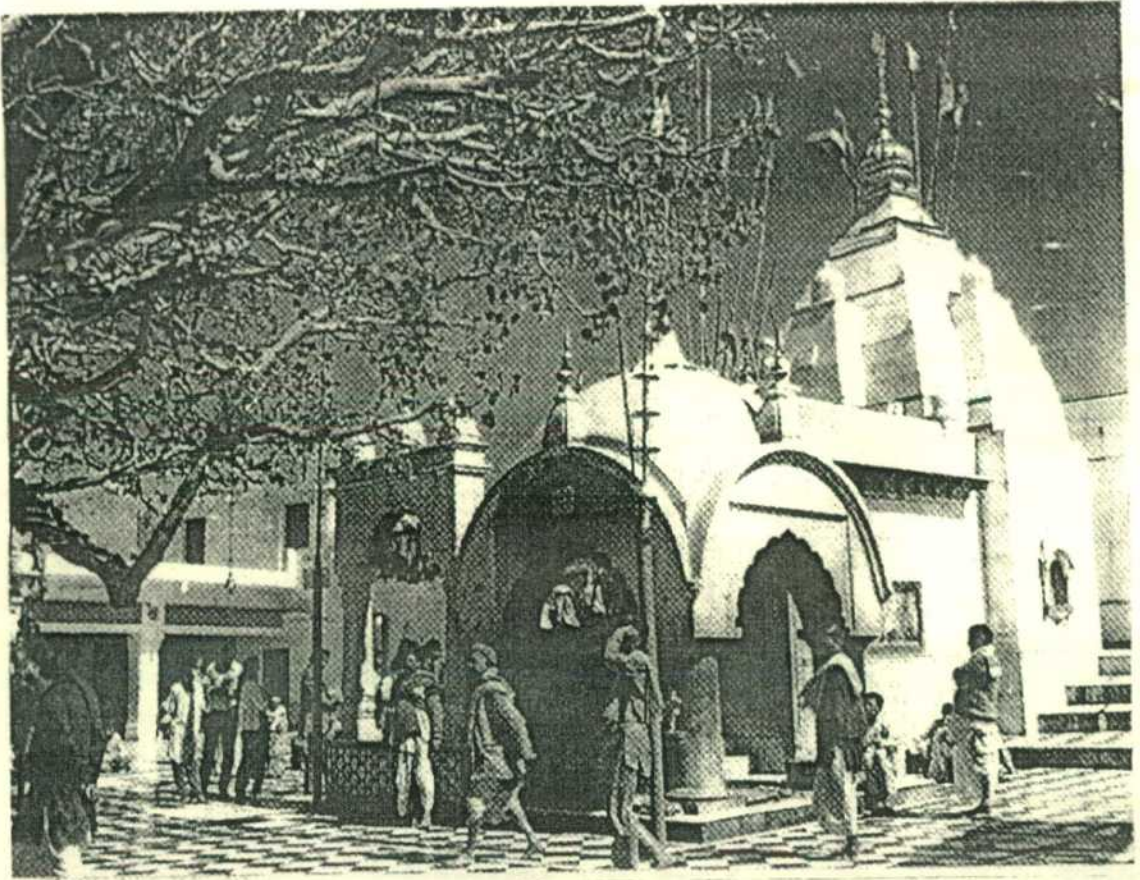
In the south west, there is Nahan, perched on an isolated ridge of the Shivalik hills, overlooking ravines and green forests; the sacred Renuka lake, shaped like a sleeping woman; and Paonta Sahib, situated on the bank of the river Yamuna with many attractions including the Shivalik Fossil Park.

### **6.4 Dalhousie & Chamba**

The other town of Himachal to breathe Raj nostalgia is Dalhousie. Founded by the lord who gave it his name, the town is built around five hills with dense forests, and has a good many old English houses. Chamba, not far from Dalhousie, is a charmingly medieval town, set in a mountainside in the shadow of the Himalayas. It is famous for its carved 8th-10th century temples, dedicated to Shiva, Vishnu and a host of other deities. On the road to Dalhousie, you will encounter Khajjiar, a pretty meadow ringed by pines and with a lake set in the middle, better known as mini Switzerland of India.

### **6.5 Kangra Valley**





. Naina Devi Temple, Located At Dhar Naina, Distt. Bilaspur.



. Temple Hatkoti, Near Rohru, Distt. Shimla.



The valley of Kangra,, it is said, was so beautiful and the temples so prosperous that no invader could ignore it. The fort of Nagarkot bears the scars of several invasions, starting with Mahmud of Ghazni in 1001 AD. Happily, the valley survived all the plunder, only to be flattened by the 1905 earthquake. Still, it is a major centre for pilgrims, who come to worship at the various shrines scattered around the region. Jwalamukhi, the temple of eternal flame; Chamunda Devi; the fabulous Brajreshwari temple these are only a few of shrines. Kangra is also the home of the exquisite Kangra school of miniature painting, examples of which are now prized the world over.

North of Kangra, where the Dhauladhar range delineates the valley, is the hill station of Dharmsala. The thick pine forests and clear streams shelter a place of great beauty and serenity. Dharamshala is today the residence of the Dalai Lama, the exiled spiritual leader of Tibet, and there are considerable Tibetan influence in the area. Here, too is the last resting place of Lord Elgin. The ancient temple of Bhagsunath is yet another of Kangra's revered temples. There are also numerous little spots around Dharmsala which are popular with visitors.

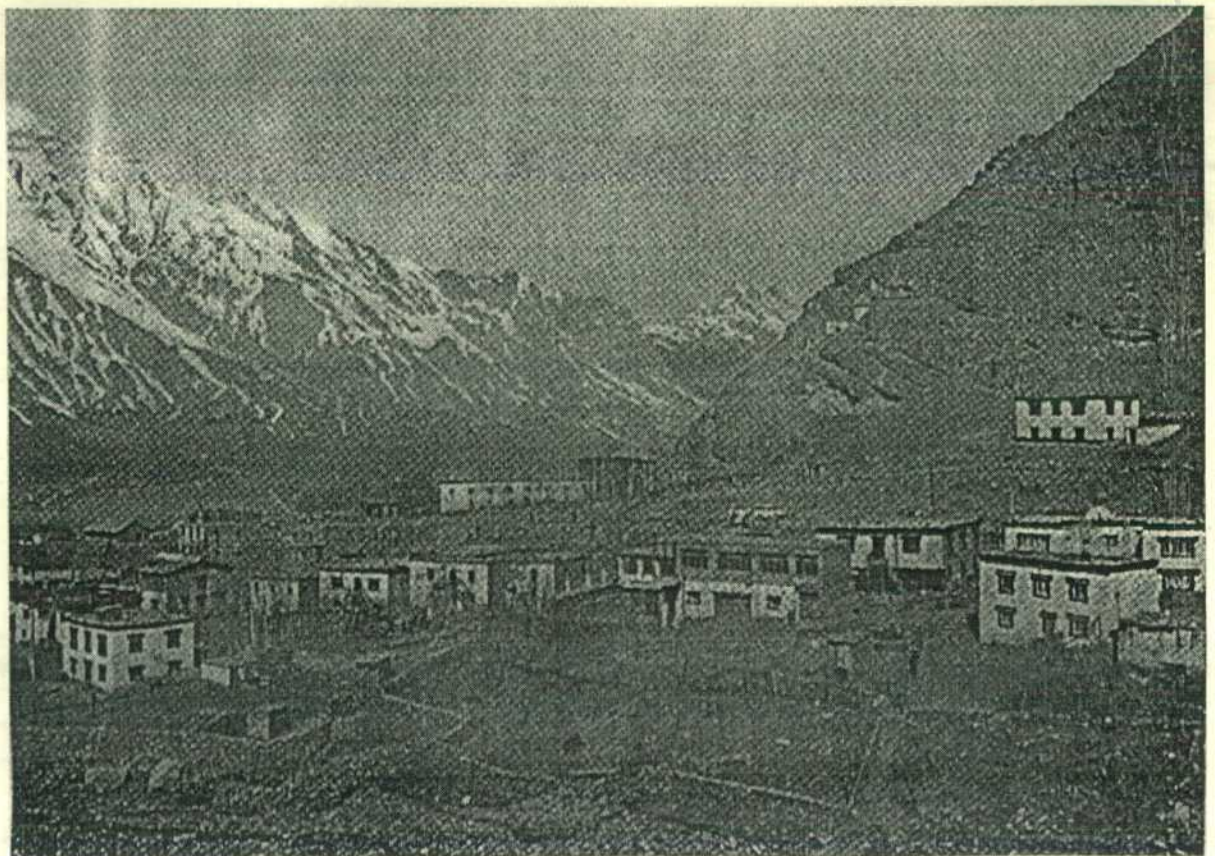
Palampur, a quiet town surrounded by tea plantations, grassy knolls and pine woods, is a serene, unspoilt holiday resort.

## **6.6 Kullu Valley**

'Stairway to heaven' reaches its apex in the enchanting valley of Kullu. For many, this is the ultimate expression of Himachal Pradesh. Here emerald forests make way for terraced fields, and apples ripen in the shadow of snow capped peaks. Here, the nomadic shepherds drive their flocks and here one finds quite a few temples. Manali is quite timeless, and is a round the year favorite. By winter, it is sometimes referred to as the Chamonieux of India. By summer, it is a marvellous base to explore Vashist, the lovely Malana Valley, the Parbati Valley, Chandratat (the Lake of the Moon) and countless other spots.



Kinner Folk Dance Being Performed By Kinner Girls.



Kaza Village In Spiti Valley.

From Manali, through the Rohtang Pass, one can also reach the formidable Lahaul and Spiti valleys. Tibetan culture predominates in this area and the main town of Keylong is dotted with interesting monasteries.

### **6.7 Kinnaur and Lahaul & Spiti**

The Lahaul Spiti and Kinnaur accounts for more than 1/3 (20,236 km²) of total Geographical area of Himachal Pradesh. Enclosed between the Zaskar, Dhauladhar and Great Himalayan ranges yet tourism in this vast region was insignificant until the 1990's. It is still in its infancy. Although it faces many constraints, tourism in this region has tremendous potential as it contributes 20 per cent (1994) to total foreign tourists and much to domestic tourism.

The potentials are high both for foreign and domestic tourism but the question is how to promote tourism and the growth of economy without disrupting the region's fragile landscapes, environment and social structure of local communities.

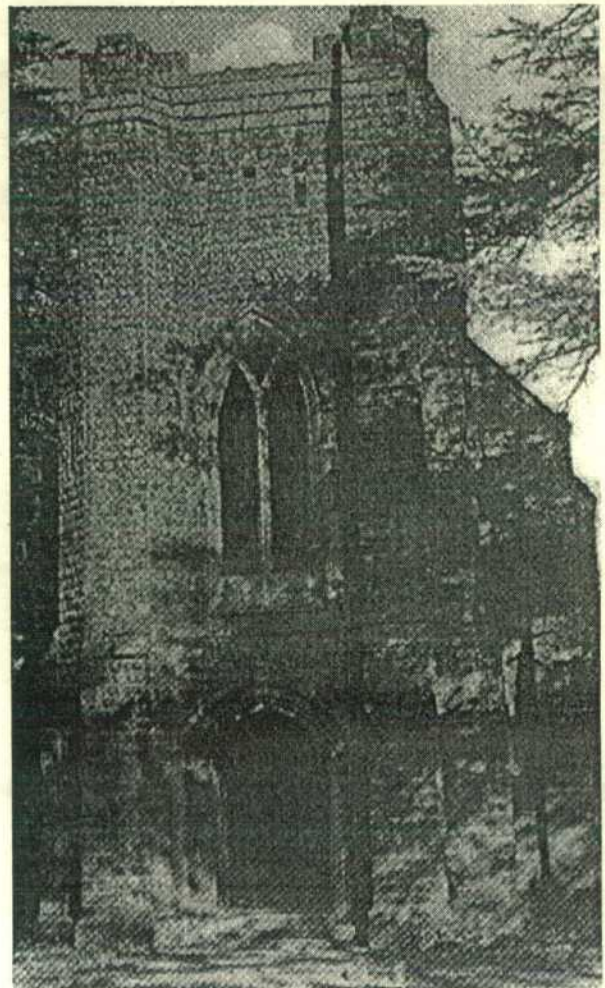
### **6.8 The People of Himachal Pradesh**

Charming, tolerant, guileless and scrupulously honest people of Himachal Pradesh make an indelible impression on visitors. Perhaps, it is the comparative isolation that has ensured preservation of ancient customs and social system. While the majority of the population is of Aryan stock and are devout Hindus, there is an ample representation of Buddhism and Islam. The people of Lahaul-Spiti are of Mongol stock and display the facial features associated with the east. Each area has its own style of dressing, its own customs and rituals. And, not least its own Gods. Folklore is very much alive in the state, and here and there, one can detect commonalities between the different regions. Chivalry, heroism, and the plaints of lovers are some of these universal themes. Sung solo, or in duets and choruses, the songs of individual area are fascinating. In Chamba, for example, seasons predominate. Kunjadi speaks of the flying of swans, harbingers of rain. Love-songs, in epic fashion, celebrate the passions of several legendary pairs of lovers. In Kangra, again, the love song reigns supreme. Mandi and Bilaspur have their own styles. In Kulu, the hills often resound to the piercing melodies of Laman, or the





←  
Sandhya Gayatri Temple,  
Jagat Sukh, Distt. Kullu.



→  
Lord Elgin Tomb,  
Dharamshala, Distt. Kangra.

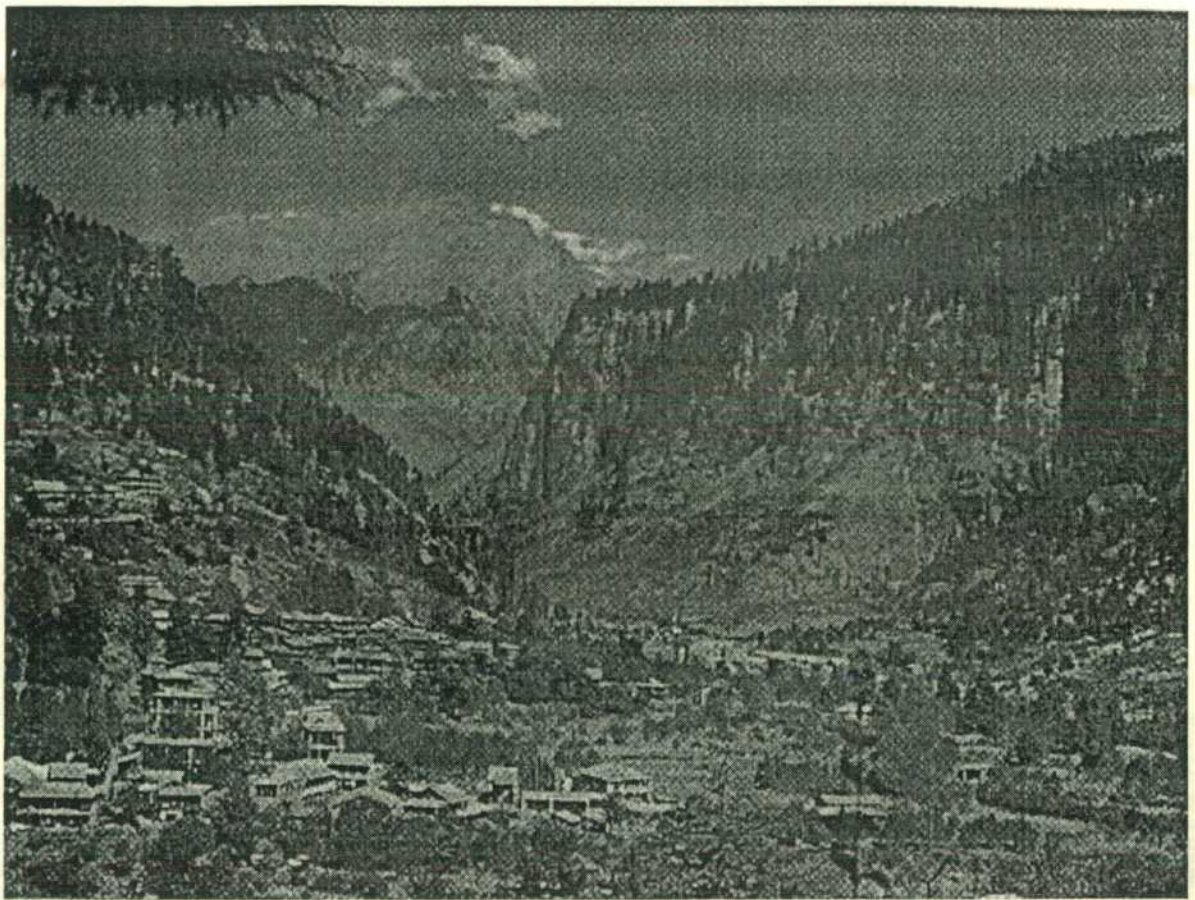
satirical couplets of Jhuri. Other styles are the Har and Natti. The Natti is a name used more often for the dance than for the music. In the middle and higher hills, this exuberant group dance is one of the most delightful experiences in the state. Altogether, there are 13 different forms of the Natti, performed at different tempos. Performed to the accompaniment of a full orchestra of 4-8 musicians, the Natti was traditionally danced only by men. Modern performances, however, include the womenfolk as well.

## **6.9 Fairs and Festivals**

The people of Himachal Pradesh have some 2000 Gods, not counting visiting deities. Even the Gods who come to visit follow pretty complex rules of protocol, the best examples of which are found in the festival of Dussehra at Kullu. To make the slaying of Ravana the demon-king and to worship the supreme Lord Raghunath, nearly 200 Gods from around the valley travel to the temple of Raghunathji. All of them are drawn in chariots by their devotees. But powerful Hidimba Devi takes precedence. Not only is her chariot the fastest, but it arrives and leaves first, marking the beginning and end of festivities. Meanwhile, Jamlu, the village God of Malana, comes down from his high perch, but refuses to take part, watching the proceedings from across the river. The international fairs of Shivaratri, Minjar and Lavi held at Mandi, Chamba and Rampur respectively are equally fascinating. The calendar of Himachal Pradesh's fairs and festivals is extremely rich and busy, and it would be worth while of any visitor to take part in one of the events during a stay.

The temples of Himachal Pradesh, numerous and fascinating, display a vast variety of architectural and ornamental styles. These are testimony to the different influences which have touched the regions. The ornamentation, especially what moves visitors to raptures. In different parts, the medium chosen is different, but the intricacy of the work, driven by faith, shows no distinctions. Whether the carvings are in wood or stone, or even cast in metal, many are quite exquisite.





The View Of Inner Siraj Valley, Distt. Kullu



Karsog Natti, Distt. Mandi

## **6.10 Painting**

The fame of Himachal's paintings is, if anything, more widespread than its temples or carvings. The miniatures executed under the patronage of various rulers are now known collectively as the Pahari school of art. The paintings display a delicacy of line, brilliance of colour, and great intricacy. The Kangra painters limited themselves to a favourite subject the female form.

Their work celebrates the lyricism, grace, and beauty of the subject, executed with great adoration.

## **6.11 Handicrafts**

Himachal Pradesh also has a rich tradition of handicrafts. Wool, in the upper reaches, is woven into carpets, shawls, rugs and clothes. The Gujjars weave clothes in bright colours, then embroider them in delicate patterns. In Chamba, some of the most exquisite embroidery goes into the 'Rumal' a kind of scarf worn by either sex. Leather work, woodwork, wickerwork, metal craft and jewellery have also been raised to a fine level in the various regions of the state, adding yet another dimension to the popular image of Himachal as a land of beautiful things.

## **6.12 Adventure Tourism**

So far, only Gaddis (the nomad shepherds) used to traverse the tough mountainous terrain grazing their cattle on the mighty ranges. Now, realising the potential for adventure in this, Abhiyan Adventures, a Gujarat-based voluntary organisation with patronage from Himachal Tourism, has made it possible for the amateur trekkers to trudge these exciting ranges. Himachal has a great potential for adventure tourism but somehow, it has not been tapped so far. Even the much publicised hang-gliding and para-gliding events have not been used to optimum advantage. Voluntary organisations can play a major role in giving a boost to adventure tourism.

Kullu valley of Himachal Pradesh has been identified for absorbing the latest technology of commercial culture of rainbow trout. It was in 1909 that Britishers



introduced trout in the river Beas and its tributaries, to raise some fry for angling . Trout provides cholesterol-free white meat which is easily digestible. Secondly, due to heavy influx of foreign tourists in the Kullu valley throughout the year, the trout farming can generate additional income for farmers. The fish sells for Rs.150 per kg and there is no market surplus. A Indo-Norwegian project has identified Gadsa, Sainj, Kullu and Tirthan where village receways exist, for raising rainbow trout. The beneficiaries would be trained on modern lines.

The high altitude sports stadium of the Sports Authority of India at Shilaroo near Shimla is buzzing with activity of altogether different kind. The objectives are to develop spirit of comradarie and strengthen bonds of friendship amonst adventurers, infuse a sense of adventure and develop character qualities, enchance understanding and arouse interest in the ecology of the region and highlight environmental degradation.

### **6.13 Museum**

The State Museum of Himachal Pradesh is a Window that lets a visitor to Shimla have a good look at the vastly rich and varies culture of the hill state. The museum is a repository of arts crafts, coins and manuscripts, any of which are enough to let your imagination run riot, through the dim and distant passages of the region's history and the lives and times of its peoples. In Himachal Pradesh, there was only one museum to start with which was set up in 1908 by Raja Bhuri singh of the erstwhile princely state of Chamba. He donated his palace artefacts in large number to get that museum started. It is still quite rich in exquisite collection.

### **6.14 Himachal A Wonderland**

The lofty snow clad Himalayan mountains, evergreen forests, deep river gorges, crystal clear waters, variable physical and cultural landscapes make Himachal a distinct region. Owing to selection of Himachal for development of major tourist resorts by the British including their summer Capital of Shimla, it enjoys a distinct milieu of indigenou and British culture. Coupled with its peaceful environs Himachal by all means is a wonderland for tourists from all over the globe.



## **CHAPTER – 7**

### **7.0 STATUS REPORT OF TOURISM DEVELOPMENT IN HIMACHAL PRADESH**

- 7.1 Tourist Population**
- 7.2 Components of Tourism Developments**
  - 7.2.1 Accommodation**
  - 7.2.2 Traffic and Transportation**
  - 7.2.3 Travel Trade**
  - 7.2.4 Communication**
  - 7.2.5 Publicity**
  - 7.2.6 Institutional Arrangements**
  - 7.2.7 Financing of Tourism Development**

## **7.0 STATUS REPORT OF TOURISM DEVELOPMENT IN H.P.**

### **7.1 Tourist Population**

The foreign tourist arrivals in Himachal Pradesh during 1997 and 1998 are 0.63 & 0.75 lacs respectively. The target fixed for year 1999 is 0.90 Lakhs. The domestic tourist visited in Himachal Pradesh during 1997 and 1998 were 38.3 Lakhs and 41.8 Lakhs respectively and target fixed for 2001 and 2011 both foreign and domestic tourists are 1.47 & 7.20 and 61.60 & 133.0 as shown in table.

### **7.2 Components Of Tourism Development**

The following are the major components responsible for tourism development in the state.

#### **7.2.1 Accommodation**

The accommodation facilities have contributed a lot to the development of tourism in Himachal Pradesh. In 1987, it had only 375 hotels with a total of 8971 beds which increase to 885 with 20739 beds, the 42.37 per cent growth in the number of hotels and 43.25 per cent in the number of beds. In order to meet the demand of increasing tourists the state government in 1988 introduced "Paying Guest" and 'Budget Hotel' schemes. It is also estimated the requirement of accommodation for the year 2000, 2001 and 2011 are as shown in table to be provided by the state Govt., Department of Tourism and Private Sector.

#### **7.2.2 Traffic and Transportation**

Many of the tourist centres in the state do not have sufficient transport facility. The conditions of the roads do not satisfy the stipulated standard. The linkage between the different modes of transports and the conditions of the vehicles are poor. The table shows the existing transportation facilities in the state.

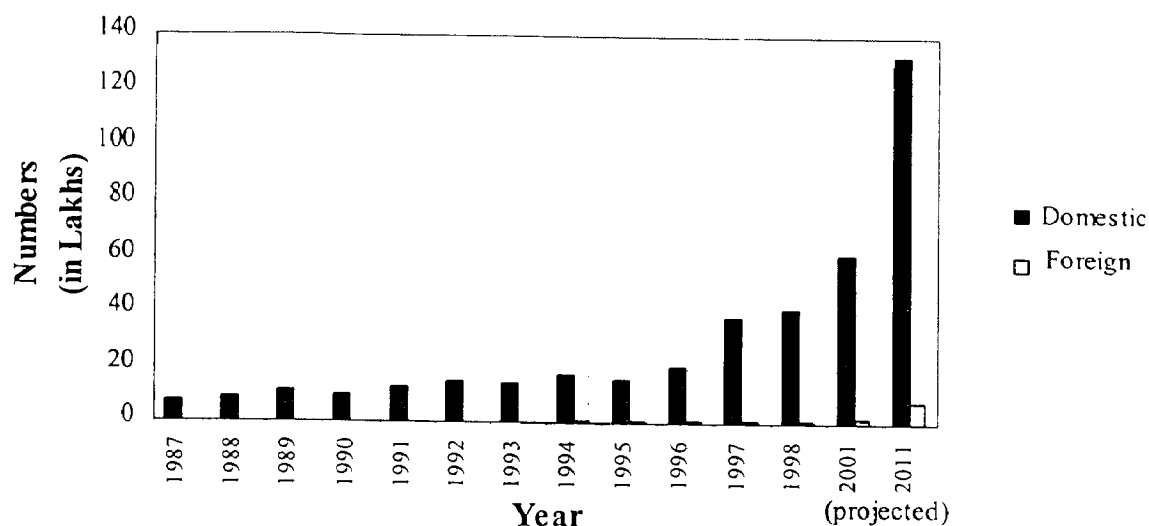


Figure 7.1: Bar Chart Showing Number of Tourist Trend in Himachal Pradesh

Table – 7.1  
Tourist Trend in H.P. (Since 1972 in Laks)

Years	Domestic	Foreign	Total
1972	0.28	0.022	0.3
1973	0.32	0.025	0.34
1974	0.33	0.028	0.35
1975	0.4	0.032	0.43
1976	0.42	0.035	0.45
1977	0.48	0.04	0.52
1978	0.5	0.042	0.54
1979	0.6	0.044	0.64
1980	0.6	0.06	0.75
1981	0.9	0.1	0.01
1982	1.09	0.14	1.23
1983	2.23	0.13	2.36
1984	1.56	0.12	1.68
1985	1.98	0.15	2.36
1986	2.24	0.18	2.42
1987	7.82	0.16	7.98
1988	9.41	0.2	9.61
1989	11.09	0.12	11.21
1990	9.87	0.19	10.06
1991	12.56	0.15	12.71
1992	15.22	0.18	15.4
1993	14.56	0.12	14.68
1994	17.26	0.51	17.77
1995	15.64	0.49	16.13
1996	20.72	0.52	21.24
1997	38.30	0.63	38.93
1998	41.80	0.75	42.55
2001	61.60	1.47	63.07
2011	133.0	7.20	140.20

Source: Department of Tourism of Himachal Pradesh

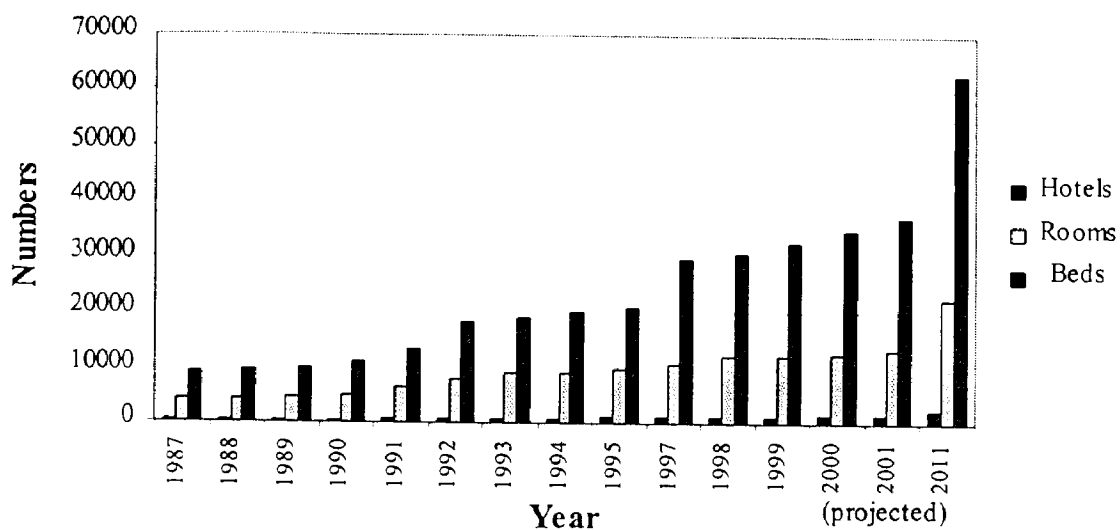


Figure 7.2: Bar Chart Showing Growth of Accomodaton in Himachal Pradesh

Table – 7.2

Growth of Accommodation in H.P.

Years	No. of Hotels / Govt. Guest House	No. of Rooms	No. of Beds
1987	375	3975	8971
1988	390	4001	9282
1989	401	4411	9872
1990	440	5024	10833
1991	569	6446	13359
1992	711	7990	18100
1993	762	8976	18850
1994	904	9162	20143
1995	1023	9853	20739
1997	1180	10624	29560
1998	1208	11923	30543
1999	1297	11976	32640
2000*	1350	12465	35000
2001*	1427	13176	36996
2011*	2419	22336	62716

Source:- Government of India, (1997) Tourist Statistics, 1997, Department of Tourism and Additional data from the Department for 1998.

* Projected values of Hotels, Rooms and Beds

### 7.2.3 Travel Trade

The formalities such as obtaining entry visa, is very much complicated and after arriving in the state, the proper package of tours within Himachal Pradesh to the tourists and the other infrastructure facilities are lacking for the foreign tourists & tourists from different parts of the country. Levy on tour operators is very much high which discourages participation of private operators. The tourist fare is also high which needs restructuring.

### 7.2.4 Communication

Communication facility is one of the important infrastructure in the modern tourist. But most of the tourist centres in Himachal Pradesh are awefully inadequate of this facility which acts as a disincentive for tourism promotion. Communication facilities such as post and telegraph, telex, fax, e-mail and STD facilities are the basic communication services which are necessary in tourist centre. Even international tourist centre like Shimla, Mandi and these services hardly commensurate with the requirements.

Table – 7.3

#### TRANSPORT AND COMMUNICATION AS ON 31.3.98

District	Total Road Length (Km)	Motorable Road Length (km)	Motorable Road per '00 sq. km. of area	No. of Post offices	Post offices per lakh of population
1. Bilaspur	1194	1073	91.94	143	42
2. Chamba	2612	1221	18.71	221	49
3. Hamirpur	1130	1111	99.37	221	52
4. Kangra	4134	3877	67.56	648	48
5. Kinnaur	956	525	8.20	72	88
6. Kullu	1213	895	16.26	153	44
7. L & S	997	889	6.43	46	128
8. Mandi	4139	2842	71.95	365	41
9. Shimal	3550	3007	58.60	347	49
10. Sirmaur	2307	1773	62.76	172	40
11. Soaln	2227	1755	90.65	183	42
12. Una	1314	1302	84.55	185	43
13. Himachal	25773	20270	36.41	2756	47

Source:- Himachal Pradesh Road Transport Corporation & Communication, Shimla

### **7.2.5 Publicity**

Publicity is the real factor responsible for the growth of Tourism Industry. Proper propaganda and making of the tourists aware about the culture, art, beauty and rich heritage of our tourist centres will attract more tourist traffic inflow.

### **7.2.6 Institutional Arrangements**

Currently, only the H.P. Tourist Development Corporation (HPTDC) is involved with the development of tourism in the State. It operates hotels and information centres at various important tourist centers. But, there is no single co-ordinating agency available in the state to implement the tourism activities. Each agency involved in the tourism sector is preparing and implementing plans without considering other. For instance, the agencies like Directorate of Town and Country Planning, India Tourism Development Corporation, H.P. Tourism Development Corporation are involved in the development of various tourist centers. The plans prepared by the each of these agencies are in isolation without taking a holistic approach of the entire issue.

A holistic approach is not in practice in the preparation of master plans. The H.P. Tourism Development Corporation prepares master plan for the development of tourism without considering the potentials of the other sectors of the town which will help neither the tourism development nor the growth of the town. While preparing the plans, the cultural heritage of the towns is given less consideration. The co-ordination between public and private sector is not in practice. Regarding project execution, the projects which were to be completed by 1991 are still incompletion.

### **7.2.7 Financing Of Tourism Development**

The central and state governments make larger funding for the tourism development. Though the government is encouraging the Non-Resident Indians and private developers in the tourism sector, their involvement is very limited. Table shows the trend of financial investment of state Govt. and Central Govt., in last six years.

Table – 7.4

INVESTMENT FOR TOURISM IN STATE

LAST SIX YERAS (Amount in Lakh's)

Period	Investment by State Govt.	Investment by Central Govt.	Total investment plan
1994-95	-	463.42	-
1995-96	230.83	356.85	587
1996-97	449.21	196.93	646
1997-98	1041.03	119.00	1160
1998-99	603.97	170.67 26.34 (till date)	784 783
1999-2000	783.75 Estimate	-	

## **CHAPTER –8**

### **8.0 EMERGING THERATES TO TOURIST PROSPECTS IN HIMACHAL PRADESH**

- 8.1 Introduction**
- 8.2 Shimla Town and its surrounding areas**
- 8.3 Manali Town and its surrounding areas**
- 8.4 Dharmashala Town and its surrounding areas**
- 8.5 Dalhousie Town and its surroundings areas**
- 8.6 Mandi Town and its surrounding areas**
- 8.7 Sunder Nagar Town**
- 8.8 Kangra Town**
- 8.9 Forest areas**
- 8.10 National lakes**
- 8.11 General Problems**
- 8.12 Destination analysis and overview of tourist trends**
- 8.13 Destination analysis**



## **8.0 EMERGING TRENDS TO TOURIST PROSPECTS IN HIMACHAL PRADESH**

### **8.1 Introduction**

Undoubtedly, as illustrated in the preceding chapter, Himachal is bestowed with various tourist interests. The more we say about the unique treasures of Himachal, the lesser it is. Though Himachal has acquired its unique status on tourist map of the world, yet it is witnessing an unprecedented strain on its tourism resource. Major victims of the present situation are the major tourist centres of Shimla, Kullu, Mandi, Dharamshala, Delhousie, Kasauli and Chamba. The heavenly valleys of Kullu, Kangra and Balh are undergoing a fast landuse transformation. Emerging Urban corridors along the National and State Highways are bitter present day realities. The horrifying tale of harms being cause to the tourist treasures. The ignorant local people are aware and confused about the course in which they are going. As fast as the development trends are picking up in the state, they are being followed by massive haphazard and unauthorised development in the private sector. The decade of 1990's has provide to be most fatal in this context. Though, besides the State Government, the High Court and the Supreme Court have swing into action against the defaulters, yet the concrete results appear to be far cry in the matter of restoration and preservation of unique tourist heritage.

### **8.2 Shimal Town and its surrounding areas**

The heaps of garbage lying unattended, filth flowing from choked drains into residential premises and stinking dumpers have combined to make Shimla "Queen of the Hills" a cold slum of the country. Gone are the days when city used to look spic and span during the British days when it was washed thrice a week. Then, it was rare example of excellent sanitary conditions. Today, the cool breeze brings with it wafts of foul smell from overflowing sewers while sullage flows into the leaking water pipes. The fashionable Mall lacks cleanliness as does the historic Ridge. A major problem, which Shimla faces today is maintenance of civic amenities and garbage management. The sewerage system of the town, laid almost a century ago, is on the verge of collapse due to

the increasing population pressure. Over 1,800 dry latrines need conversion into wet latrines. The stinking public toilets cause more inconvenience to its users, rather than the needed relief. Haphazard constructions are coming fast. The localities like Krishan Nagar, lying at the foothills of Shimla, Tutu, Kaithu, Old Octroi Post area, Middle Bazar, Ganj, Lower Bazar, Sabzi Mandi and Prusarthi Basti, are classic examples of Shimla's ill-maintained civic amenities. Places around Shimla like Nabha, Fagu, Khalini, Brochhost and Chotta Shimla are also sights of civil neglect. Dustbins placed in the localities for collection of solid wastes and other bio-degradable items are not cleaned for days together. The rain water collects in the bins emitting a foul smell. Shimla is fast losing out as a tourist paradise in Himachal. It is heat, dirt, water crisis and inadequate parking space which awaits the summer visitors instead of any pleasing sights. Every summer thousand of tourists arrive in Shimla and other hill destinations in Himachal Pradesh with a dream of fun filled holidays, but go back with very bitter experiences. The basic facilities for tourists in the town are just not adequate. Because of rise in population, Shimla has reached a saturation point and with the tourist influx, its resources come under a lot of pressure. Chronic water scarcity tops the list of deterrents for the tourists. "Persons paying Rs.1,000 to 1,500 per day at the city's choicest hotels at least expect running water and not a bucketful of water. There are problems of parking, over-charging by porters, taxi operators and hoteliers, which have a deleterious effect on tourist traffic. The number of hotels has increased manifold and at present stands at 250, with a total bed strength of over 10,000. Scores of paying guest house accommodations have also come up in the last few years. The number of vehicles entering Shimla daily had gone up to more than 10,000 during the peak tourist season leading to traffic congestion. Poorly maintained trucks, buses, cars and army vehicles belch carbonised poisons, as they speed unchecked along the Cart Road. Leader gases a along with loud horns add up to alarming levels of air and sound pollution.

### **8.3 Manali Town and its surrounding areas**

The population of Manali has gone up to over tens of thousands from a mere less than ten thousand. The River Beas, the very life of Manali has become a public lavatory like any other place in the plains of India. The aroma of deodars and pines, one used to enjoy on a morning stroll, has been replaced by repugnant odour of human feces. Manali once famous for its abundant water, cries for water in summer. A decade back one could quench the thirst from pristine water spouting from the roadside waterpoints. These have all disappeared or been replaced by open sewers. The river which had crystal clear water and clean boulders is now covered by green a algal growth indicating poor quality of water. In the evenings, the ice-capped Pir Panjal range almost disappears in smoke and haze rising from the valley and the town. Hotels have mushroomed, very few of them including the five-star ones with refuse of Manali town is duped directly into the river. The exhaust emissions of thousands of vehicles passing through have become a respiratory hazard for pedestrians. There are more than 500 local registered taxis. An average of over 200 overloaded buses empty their contents into the town daily, in addition to over a thousand private vehicles of all models enter the check-point of the town. There are over 500 hotels of all sorts. A handful of them have four-star plus facilities while, numerous are with star minus. One can also count a number of them in all stages of construction, invading the peaceful outskirts of the township, more towards Aleo-Jagadsu, Palchan and Rohtang. The Hindimba area is already saturated with them. The prestigious Nehru Forest is being nibbled from all sides.

### **8.4 Dharamshala Town and Its surrounding areas**

Dharmashla town today is a pale reflection of its glorious British legacy. This is so despite the fact that Dharmashla attracts a lot of foreign tourist because of its proximity to Macleod Ganj, centre of exiled Tibetans and their spiritual leader, Dalai Lama. Apart from this, many tourists from as far as Maharashtra, Gujarat and West Bengal also frequently visit this place. Mushrooming guest houses and hotels, roadside encroachments, damaged water pipes spilling on the roads, ill maintained parks and indiscriminate building construction speak volumes of the neglect suffered by the town.

The road passing through the main market is often flooded with water following bursting of water pipes. Vendors sitting on pavement of the market further add to the already mounting traffic chaos. Stray dogs and cows, dumped building material and haphazardly parked vehicles around the bust of Bhagat Singh are not eye sores, but also pose a traffic hazard. The town lack of proper parking places. Tourists have no place to park their vehicles. With more than 150 taxis plying in the city along with army vehicles passing by, the traffic chaos is compounded. The town with the oldest municipal committee, cries for clean and well-lighted streets. Drains are choked due to encroachment of pavements and 'kuhals' by shopkeepers and residents. There used to be beautiful waling lanes surrounded with deodars. The town developed by the Britishers as a cantonment area was maintained very well. Major parks in the city are also lying in neglect. There is no modern sewerage though there are hundreds of guest houses and hotels in Dharmashla, but only few have been registered with the tourism department. So, the tourist generally get fleeced. Mushrooming of unregistered guest houses, heavy encroachments on forest land, laxity of municipal council in ensuring construction of septic tanks in the building plans, unplanned Tibetan settlements, damaged roads, flowing sewage have rendered the maximum foreign tourist attracting centre, the Mcleodgunj a slum. All the major link roads emerging from Mcleodgunj have no lights, have got pot holes and open drains.

### **8.5 Dalhousie Town and its surrounding areas**

Established in 1854 after the name of Lord Dalhousie who was instrumental in creating it, this town is gradually earning its rightful place on the tourist map of the state. Though this hill town had all the credentials-scenic beauty, nice weather and placid charm away from the maddening pace of city life for becoming a tourist attraction, yet for some reasons the tourists continued to flock to more popular resorts of Kullu, Shimla and other hill towns of Himachal. Of late, the outsiders have started coming to Dalhousie for vacations discovering a new charm in this sparsely inhabited area, unlike Kullu and Shimla. At present, this once little-known town has about 42 registered hotels and guest houses. Over 100 taxis ply in the town. The result of this unplanned and haphazard development has been heavy loss of forest cover, erosion of hill slopes with debris flowing down, lack of proper sanitation due to mismanagement in garbage disposal,

improper drainage system, acute water shortage in the month of June and absence of parking places in the town. The problem began in wake of terrorism in Kashmir valley when the Punjabi businessmen looking for business avenues outside Kashmir, set their sites / eyes on Dalhousie. The result was purchase of land on power of attorney or land agreement which lacked sanction of the Himachal Government. The land was purchased for residential purposes or for construction of hotels by the Punjabis on encroached lands. Somehow, all these hoteliers managed to get their plans sanctioned leading to haphazard mushroom like growth of the town without commensurate development of necessary infrastructural changes. Today, these “Benami” land deals by Punjabi hoteliers have become the hottest issue here with widespread political, administrative and legal ramifications. More than 150 Benami land deals have been identified by a state level committee recently. The lack of sanitation could be seen at the main Subhash Chowk and Gandhi Chowk in the town. The fountains installed in water ponds are filled with filth and garbage at the two main chowks of the city. Pavements are overcrowded with vendors. There is no parking place in the town for vehicles of tourists. Long columns of vehicles cause traffic chaos on the Mall Road leading to the Gandhi chowk. The walking lane on “Gram Sadhak” becomes out of bounds for tourists after small showers as puddles of water collect due to broken drains along the road. At Khajjiar, which is said to be the Switzerland of Himachal Pradesh, the beautiful meadow has become an overcrowded grazing pasture for sheep, buffaloes and cows. There is no effective check on fleecing by hoteliers.

## **8.6 Development along river bank**

Proper civic amenities have been a casualty in Mandi. Located on the banks of the Beas, river and surrounded by ancient Hindu temples, this “little” Kashi of Himachal has failed to develop commensurately with increase in its population. The roads, streets, drinking water system, sewerage system and garbage disposal system all need to be revamped. Ever since its birth in 1550 AD, the town has been an important trading centre to serve as a link between upper Himalaya, Ladakh and Tibet on one side and plains of Punjab on other side. The town still continues to be a gateway to Kullu and Lahual Valley. The

Beas has become a big source of pollution as most of the towns on its banks discharge its squalor into it. After construction of Pandoh dam upstream, the water level in the river banks has gone down. The ghats near temples on these banks stink. The main problem in the town is absence of proper sewerage system. Till eighties, the use of dry latrines was common. When the people started switching over to wet toilets, the open air "sewers" were in use. Narrow lanes and streets make the sanitation worst as garbage collection system is virtually non-existent. Public toilets are in a sorry state and there is no regular cleaning of localities. The roads are dotted by potholes and slush overflows on the streets because of broken drains. Major problem areas are Suhra Mohallah, Mangwain, Bhagwan Mohallah, Plance Colony, Purani Mandi, Chobata, Jawahar Nagar, Samkhotar and housing colony.

### **8.7 Sunder nagar Town**

Situated on the national highway linking Ambala with Manali, Sundernagar is a fast developing town in Himachal Pradesh. The civic amenities in the town have failed to keep pace with the increasing population. A large number of housing colonies are coming up, where builders are digging their soak pits. Many of the drains remain clogged and are not cleaned regularly. The town has no proper garbage dumping site also. The entire refuse of the town flows into the Suketi Khud which takes it into the Beas which pollutes the water of the river. Being on the Ambala - Manali route the volume of vehicular traffic, especially during summers, is quite high. The town has no sufficient facilities to meet the needs of the travellers, it has no proper toilets both for men and women. Due to this the tourists on way to Manali and local visitors to the town face a lot of problems. The Chatrokhri locality where all educational institutions, courts, police station, hospital and Tehsil offices are located, does not have been a single toilet. The only one public toilet near the Chandigarh Chowk is never in a condition that one can use it. It is not cleaned for days together. The others in Purana Bazar and Bhujpur are ill maintained, dilapidated and in a very bad condition. The supply of water to all these toilets is also quite erratic. The traders of "Sabji mandis" in Bhojpur and B.S.H. Colony, are dumping the garbage and decayed stuff on the roads which spreads foul smell all the time. These mandis are located in the populated areas, so there is a need to take proper

care of them. The rearing of pigs in the town is another cause of the bad condition of the town. The Chugan Maidan in the Purana Bazar locality and Dr Ambedkar Nagar are the worst affected areas in this respect. The town is also visited by hundreds of Bajjigars. Most of them decide to put up their temporary sheds in the Bhojpur locality. In the absence of proper toilets, the entire area adjoining the new bus stand is used by them as an open latrine.

### **8.8 Kangra Town**

Once known as the capital of great Katoch Rulers of Kangra hills and founded in 1761 A.D. by Raja Ghamandchand, the Sujnanpur Tira town has now been reduced to a small business centre and the headquarters of sub-tehsil. Most of streets in the town are Kutchha and without proper street lights. The link roads are badly damaged and full of potholes. The drainage system is faulty and mosquitoes and flies breed in the water that leaks out, causing unhygienic conditions. The drains adjoining the famous Chaugan stinks. There is haphazard growth of wooden kiosks, especially near the temporary bus stand. The Chaugan Maidan spread over 514 Kanals and 10 Marlas is fast shrinking. This Maidan was the parade ground of the Katoch rulers whose jawans used to do kawaid (parade) from the nearby Tira fort. Such maidans (grounds) are rarely found in hilly areas. The maidan that saw the emergency of Raja Sansarchand, an ardent lover of art and music, has now become a heaven for law-breakers and a resting place for stray animals. Although plying of all types of vehicles on this maidan is prohibited by the authorities yet nobody bothers to observe the rules. Two-wheelers and four-wheelers are parked in various parts of the maidan. Since there is no check on their activities, they even drive their vehicles without hitch. This ground could be converted into a cricket ground, if a turf is laid here. This ground tournaments for boys and girls of schools and colleges every year. There is no proper bus stand in the town. At present, buses are parked on the one side of the maidan. The famous Tira fort, situated near here, on a beautiful hillock is in shambles. The archaeological Survey of India (ASI) has failed to maintain the Kangra paintings which are losing their lustre. Almost the entire old fort complex has been declared unsafe and no repair work done by Government agencies. The town has two ancient temples of Brhadeshware and Gauri Shankar. These temples

stand testimony to the glorious past of the area but hardly have any steps been taken for their upkeep. The rest-house constructed by the public works department on the banks of the river Beas is always overcrowded with VIPs. Since there are no private hotels here, people from various parts of the state find it difficult to spend time with their children. They come in the morning and return the same evening without seeing the places of historic interest in various parts of the town. The state's department of tourism is yet to start any project in this town. Residents of the town's Brahampuri Mohalla are unhappy with the state Government for not solving their problems, particularly during the rainy season. The rain water which flows down the Tira fort floods the town. Their representations for a proper drainage system in their locality have fallen on deaf ears.

### **8.9 Area under Forest**

An unprecedented loss of forest cover to fires in the forests in Kangra and Una districts has left the forest officials and environmentalists brooding over the short and long term impact on the ecology of the region. A total of 4,300 hectares of forest area which constitutes 1.3 percent of the total forest cover in the two districts has been lost to the fires this summer. Heavy loss of fauna apart from damage to trees, new plantations, pastures and bushes, which is a vital part of the ecological balance, has occurred due to fire greatly affecting the bio-diversity of the region. A total of 226 forest fires were reported from Una district. Dharamshala Forest Division suffered a major loss as 2,100 hectares of the area was affected by fires. Loss in Palampur, Dehra and Nurpur divisions was 857, 590 and 194 hectares. Una division suffered a loss of 600 hectares of forest. The major reasons for fires this season were the hot and long summers, lack of funds for fire protection, tendency of villagers to trigger fires by igniting pine needles and forest mafia working for its narrow ends.

### **8.10 Natural Lakes**

Natural lakes in Himachal Pradesh represent a fragile ecosystem apart from being places of scenic beauty. The state has 22 natural lakes in tropical, sub-tropical and alpine regions. Among these Khajjiar lake is the most scenic situated in Chamba districts.



## 8.10 GENERAL PROBLEMS

There are the following general problems related to tourism which need attention :

- (1) The main impediment is the air transportation network. It is only Shimla and Kulu which are connected by Vayudoot and Indian Airlines respectively. Since 80 per cent of the foreign tourists travel within the country by air, the supply is totally disproportionate with the demand. Capacity constrains, mismanagement and inefficiency further intensifies the inadequacies. Absence of night landing facilities at both the airports (Kulu, Shimla) further compound these shortages.
- (2) Inadequate assistance from Central and State Government for tourism development.
- (3) Lack of buses run by the Himachal Pradesh Regional Transport Corporation and Private Sector for tourist places during tourist seasons.
- (4) Lack of Petrol pumps for private vehicles in most of the regions.
- (5) Lack of finance for development of tourism in Himachal Pradesh.
- (6) Non-availability of foreign exchange facility in bank in most of the regions. However, the facility is available in Shimla, Manali, Mandi, Dharmashla etc.

## 8.11 Destination Analysis and Overview of Tourism Tourist Trends

Himachal attracted as many as tourists in the year 1997 which is many folds from 1971: The table II provides year wise growth of tourist arrivals. The total tourist traffic in Himachal Pradesh has shown increasing trend except the year 1990 and 1993. In the year 1983, domestic tourist visiting the state were around 2.23 lakh and the number has gone up to 40.80 lakh in 1998 and 38.72 lakhs in year 1997. Table also shows that domestic tourists have increased about 73 per cent from 1971 to 1998. I the year 1995 an attempt has been made to analysis the seasonal variations in the number of tourists visiting the Himachal. This reveals at least four peaks, viz. May, June, July and October (Table-8.1 ). Domestic tourists generally visit in the month of May, June and October while foreign tourist's visits July to October. The highest turn out, however is experienced in the month of June followed by May and July. Thus, it is evident that the

Table- 8.1

## Himachal Pradesh, Month Wise Tourist Arrival (1995)

Months	Indian	Foreign	Total	Percent of Total
January	75043	878	75921	4.70
February	67848	783	68631	4.25
March	107357	2042	10935	0.67
April	140159	2863	143022	8.86
May	243076	2846	245922	15.17
June	311821	2538	314359	19.48
July	142816	9078	151894	9.41
August	74208	12594	84802	5.25
September	50869	6041	56910	3.25
October	124115	5249	129364	8.01
November	94674	1790	96464	5.97
December	131704	1201	132905	8.23
Total	1563690	49903	1613593	100.00

Source:- Department of Tourism, Govt., of Himachal Pradesh, Annual Reports.

Table – 8.2

Analysis of Destination  
(Cumulative Percentage)

Destination	Destination		
Shimla	26.75	Pontasheb	97.16
Diyothsidh	36.06	Chail	97.63
Niinadevi	44.48	Una	98.05
Manikaran	51.43	Palampur	98.39
Mandi	57.92	Sundernagar	98.39
Manali	64.25	Kasauli	99.00
Jawal Ji	70.62	Kangra	99.25
Chamunda	75.62	Khajjiar	99.39
Chaintampurvi	80.02	Keylong	99.51
Dharamshala	83.23	Renuka	99.63
Chamba	85.61	Naldera	99.72
Dalhousie	87.61	Narkana	99.80
Bilaspur	87.11	Naggur	99.87
Tiwalser	90.49	Reckong-Peo	99.91
Solan	91.77	Phagu	99.94
Hamirpur	93.04	Bharmaur	99.96
Nahan	94.31	Sarahan	99.98
Kullu	95.55	Udaipur	99.99
Pampur	96.53	Kaja	100.00

Source:- Department of Tourism, Govt., of Himachal Pradesh, Annual Reports.

## HIMACHAL PRADESH TOURIST by PURPOSE

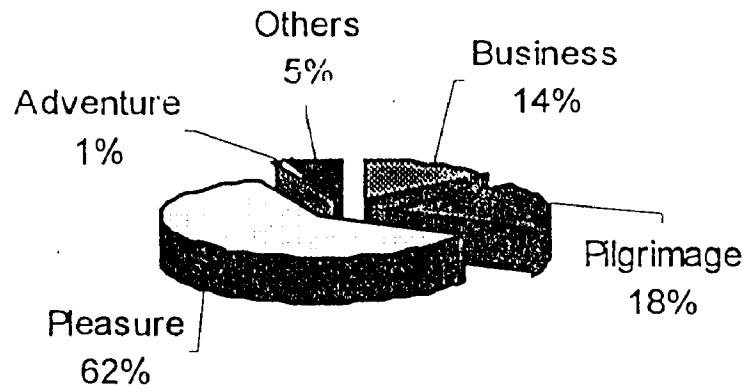


Fig. No. 8.1

## HIMACHAL PRADESH TOURIST by PHYSIOGRAPHIC ZONE

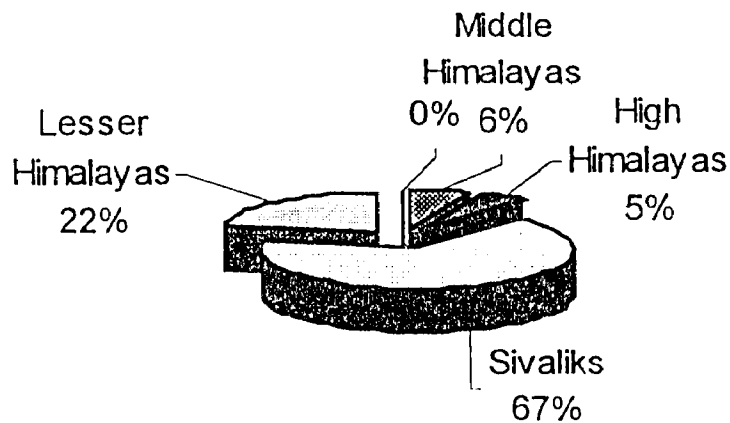


Fig. No. 8.2

seasons i.e., summer and autumn generally attract a large share of all tourist, his or her proportion exceeding 53 per cent.

### **8.12 Destination Analysis**

In a survey undertaken by the Directorate of Economic and Statistic (1980-90), the destination-wise analysis of tourist inflow into the region. (Table – 8.2) presents an interesting features. In Himachal, Shimla received just over a quarter portion of tourist. Here, the distinction between tourists and the huge number of official visitors to the state capital is difficult to make. There is a general perception that majority of the tourists to the state come for pleasure and sightseeing, while the destination-wise analysis presents a different picture. Sample surveys indicate that the pre-dominant purpose of travel is pleasure or leisure, whereas 18 per cent visited the pilgrim centres followed by business and other (Fig. 8.1). Analysis by different physiographic division indicates that most the tourist inflow is concentrated in the Siwaliks and the lower Himalayas (Fig. 8.2 ). This region is easily appreciable this plan areas.

TABLE – 8.5

## INCIDENCE OF CRIMES

District	1993	1994	1995	1996	1997	1998
1	2	3	4	5	6	7
Bilaspur	674	808	911	1,037	902	865
Chamba	1,235	1,088	1,046	1,147	1,073	790
Hamirpur	649	764	743	662	679	633
Kangra	3,412	3,178	3,595	3,442	3,418	2,999
Kinnaur	308	321	334	286	232	187
Kullu	948	971	992	1,017	1,074	1,036
Lahaul-Spiti	182	146	163	153	147	138
Mandi	2,351	2,235	2,453	2,172	1,953	1,970
Shimla	3,194	3,152	2,588	2,659	2,398	2,411
Sirmaur	1,126	1,251	1,173	1,126	1,000	1,128
Solan	1,210	1,388	1,360	1,271	1,256	1,575
Una	1,022	958	1,100	1,179	1,094	1,205
Railway & Traffic	10	11	8	11	4	6
H.P. 14	16,321	16,221	16,446	16,162	15,230	14,983

Source:- Police Department, Himachal Pradesh.s

Table – 8.4

## Accommodation Preferred by Tourist (Percent)

Sl.No.	Type of Accommodation	Total	India	Foreign
1.	Private Hotel	44.83	45.31	37.06
2.	H.P. Tourism Corporation	12.21	11.22	27.97
3.	Private Lodging House	06.54	05.54	23.08
4.	Youth Houses	00.08	00.09	00.00
5.	Govt. Rest Houses	10.1	10.47	04.20
6.	Dharashala	21.32	22.26	06.29
7.	With relative & Freinds	04.92	05.15	01.40

Source:- Directorate of Economics and Statistics, H.P.

Table – 8.3

**STATE-WISE DISTRIBUTED OF NUMBER OF RECOGNISED TRAVEL AGENTS, TOUR OPERATORS AND TOURIST TRANSPORT OPERATORS**

State/UT	Travel Agency	Tour Operators	Transport Operators
Andhra	5	3	9
Arunachal Pradesh	0	-	-
Assam	-	1	2
Bihar	2	2	-
Gujrat	3	1	-
Goa	-	4	1
Haryana	2	-	-
Himachal Pradesh	-	3	-
J & K	1	9	-
Karnataka	11	10	15
Kerala	10	7	5
Madhya Pradesh	1	3	1
Maharashtra	53	22	18
Orissa	1	4	3
Punjab	2	-	2
Rajasthan	1	5	1
Tamil Nadu	27	10	21
Uttar Pradesh	5	7	4
West Bengal	5	7	4
Delhi	77	221	81
Andaman & Nicobar	-	-	2
Chandigarh	2	-	-
Pondichery	3	-	-
Total	220	325	165

**TOURIST ARRIVALS (DISTRICTWISE AND MONTHWISE) FOR YEAR 1997 IN HIMACHAL PRADESH**  
(THE ESTIMATES ARE INCLUSIVE OF RELIGIOUS TOURISTS)

TABLE - 8.6

MONTH	BILASPUR		CHAMBA		HAMIRPUR		KANGRA		KINNAUR		KULLU		LAHUL & SPITI		MANDI		SHIMLA		SIRMAUR		SOLAN		UNA		TOTAL		
	INDIAN	FOREIGNER	INDIAN	FOREIGNER	INDIAN	FOREIGNER	INDIAN	FOREIGNER	INDIAN	FOREIGNER	INDIAN	FOREIGNER	INDIAN	FOREIGNER	INDIAN	FOREIGNER	INDIAN	FOREIGNER	INDIAN	FOREIGNER	INDIAN	FOREIGNER	INDIAN	FOREIGNER	INDIAN	FOREIGNER	
JANUARY	21607	18	3967	5	1308	2	39225	384	-	-	28657	559	-	-	12953	74	4812	297	31306	7	6979	64	41282	7	25644	-	452
FEBRUARY	22541	10	7914	45	1801	-	28879	1024	-	-	25938	304	-	-	26770	237	30116	302	21539	11	8728	91	21357	14	26876	-	78
MARCH	27088	26	8469	48	1386	3	34361	1306	-	-	27959	516	-	-	5641	254	45402	717	22725	8	9796	116	32170	8	21119	-	303
APRIL	90723	18	12509	60	1527	-	126308	1070	-	-	99380	1655	-	-	5282	278	104598	793	43487	13	12975	188	82273	9	510287	-	1426
MAY	20685	59	37817	143	1432	-	48511	1128	-	-	124747	1651	-	-	12338	227	104598	932	22704	17	18073	182	21155	2	511715	-	4836
JUNE	40186	21	39245	159	1783	-	51997	1188	-	-	130071	1690	-	-	12338	227	104598	932	22704	17	18073	182	21155	2	511715	-	4836
JULY	29732	25	52937	246	1783	3	23839	1334	472	578	52358	2333	3228	2658	7068	375	69999	1471	14858	18	10875	197	19235	13	28554	-	882
AUGUST	16581	28	58442	282	1845	2	22118	1490	824	954	32481	2987	3416	6279	8648	485	43320	1375	14831	14	9916	262	21072	30	23254	-	1027
SEPTEMBER	22518	32	48810	117	1283	1	49472	1353	629	282	43549	1710	3142	2656	19752	361	49568	1051	13894	40	11500	218	25084	21	28301	-	744
OCTOBER	91626	49	8071	67	2034	3	122451	1477	485	174	96361	1452	1215	1521	18262	587	54314	1152	25772	16	14387	192	61105	27	49692	-	863
NOVEMBER	27746	18	8230	37	2129	2	21875	973	102	38	20144	731	124	25	7455	174	53836	756	15532	16	13106	273	22815	18	19054	-	328
DECEMBER	25688	17	11842	12	1937	-	20021	573	126	5	36653	255	89	7	10276	72	88700	538	8306	6	23141	81	18923	15	24480	-	78
TOTAL	459166	337	322433	1472	21620	18	646720	17689	3874	2158	795232	17613	12563	15054	160704	4088	898993	13515	284889	214	179311	2346	394811	102	4180366	-	5326

**TOURIST ARRIVALS (DISTRICTWISE AND MONTHWISE) FOR YEAR 1998 IN HIMACHAL PRADESH**  
(THE ESTIMATES ARE INCLUSIVE OF RELIGIOUS TOURISTS)

TABLE 8.7

MONTH	BILASPUR		CHAMBA		HAMIRPUR		KANGRA		KINNAUR		KULLU		LAHUL & SPITI		MANDI		SHIMLA		SIRMAUR		SOLAN		UNA		TOTAL		
	INDIAN	FOREIGNER	INDIAN	FOREIGNER	INDIAN	FOREIGNER	INDIAN	FOREIGNER	INDIAN	FOREIGNER	INDIAN	FOREIGNER	INDIAN	FOREIGNER	INDIAN	FOREIGNER	INDIAN	FOREIGNER	INDIAN	FOREIGNER	INDIAN	FOREIGNER	INDIAN	FOREIGNER	INDIAN	FOREIGNER	
JANUARY	22435	22	4138	12	1414	-	42641	678	-	-	30784	353	-	-	14476	82	56694	403	32514	9	7806	72	42114	3	255016	-	1634
FEBRUARY	23286	13	8231	64	1916	-	32302	1167	-	-	28586	535	-	-	31439	277	44145	541	23329	12	9665	111	23045	14	225964	-	2734
MARCH	24503	22	9018	46	1499	2	65888	1795	-	-	50441	710	-	-	6726	324	52390	917	23256	12	11183	117	35361	11	280285	-	3956
APRIL	92616	32	13163	77	1673	8	118023	1726	-	9	84223	1171	-	-	7489	336	60514	1043	46681	16	14186	180	63968	12	502716	-	4612
MAY	26137	67	44264	208	1539	-	52937	1415	-	-	135636	1785	-	14	7541	342	111402	1259	24311	20	19661	219	24913	4	448467	-	5432
JUNE	49235	26	46462	241	1934	-	53146	1520	432	305	145213	1836	489	32	17313	307	194361	1381	25623	35	27147	326	22871	3	584217	-	5672
JULY	30198	27	58196	264	1917	-	25835	1674	528	661	58952	3156	3541	3153	8113	419	75098	1792	15537	23	11749	206	15189	16	304853	-	11354
AUGUST	18503	39	60735	297	1970	2	24039	2199	976	1128	36795	3242	3823	6882	11127	533	46043	1844	15619	14	10186	311	23535	-	253151	-	6445
SEPTEMBER	63514	47	47495	115	1323	3	133144	2062	725	307	56802	1856	3245	3264	15945	414	52318	1344	14473	32	12301	239	67652	4	468942	-	7634
OCTOBER	53183	29	9883	99	2137	3	53724	1725	536	192	104639	1624	1344	1708	19724	625	58911	1581	26932	19	15661	211	34309	18	380983	-	7634
NOVEMBER	28413	23	9116	33	2216	-	23456	1147	201	38	22566	954	218	31	8976	294	57013	912	27233	20	14732	302	23125	12	21785	-	3756
DECEMBER	27143	-	11734	16	2082	-	21585	581	274	22	40745	366	103	-	11835	135	90104	498	9181	2	25012	52	18729	5	288527	-	165
TOTAL	459166	337	322433	1472	21620	18	646720	17689	3874	2158	795232	17613	12563	15054	160704	4088	898993	13515	284889	214	179311	2346	394811	102	4180366	-	5326

## **CHAPTER – 9**

### **9.0 POLICY GUIDELINES AND PROPOSALS FOR TOURISM DEVELOPMENT IN HIMACHAL PRADESH**

- 9.1 Tourism Classification**
- 9.2 Regionalisation of Tourism in Himachal Pradesh**
- 9.3 Proposals for future growth of Tourism in Himachal Pradesh**
- 9.4 Steps for Integrated Development of Tourism in Himachal Pradesh**
- 9.5 Proposed Integrated Tourism Planning Process for Himachal Pradesh**



## **9.1 Tourism Classification**

Based on findings of the case study, Tourism in Himachal Pradesh can be classified as below :-

- a) Nature Tourism
- b) Adventure Tourism
- c) Pilgrimage Tourism
- d) Urban Tourism
- e) Highway Tourism
- f) Culture Tourism
- g) Eco-Tourism

### **9.1.1 Nature Tourism**

The tourists from the plains are attracted to the greenery, landscape and climate of the state. The important valleys in the State such as Sangla Valley (Kinnaur), Pin Valley (Spiti), Kullu Valley (Kullu), and Kangra Valley (Kangra) have picturesque sites to which tourists are especially attracted. Development of additional tourist spots in these valleys and at other suitable places endowed with natural beauty can help in boosting tourism activity in the state. The state is very rich in water resources and this potential can help in setting up various water sports centres such as River Rafting (river beas near Manali and river Sutlej near Rampur Bushar), Snow Skiing (Solong nallah near Manali and Kufri and Narkanda near Shimla) and Water Skiing, Boating and Sailing (Gobindsagar lake at Bilaspur and Pong dam lake in Kangra), which its turn will help in developing nature tourism more efficiently in the State.

### **9.1.2 Urban Tourism**

Himachal is famous for towns of Shimla, Kullu, Manali, Dharmshala and Dalousie since the British days. These tourists destinations can be further developed by increasing the infrastructural facilities of bed strength, cleanliness drive and by setting up eco-centres to divert pressure of the towns to their outskirts. The setting up of bio-diversity centres at

Kufri, Palampur, Manali and Summer hills at Shimla has been welcomed by the tourists indicating need for development of more such centres in the state. The cleanliness and eco-environmental drive under Eco-development project has added glamour to these tourists towns.

### **9.1.3 Pilgrimage Tourism**

The pilgrimage tourism in India and so also in Himachal Pradesh is as old as tourism itself. Hence millions of pilgrims from the neighbouring states of Punjab, Haryana, UP, Delhi and Rajasthan visit the famous temples of Naina Devi (Bilaspur), Baba Balak Nath (Hamirpur), Jawalamukhi Chamunda Devi and Kangra Devi (Kangra) and Chintpurni (Una). Indian tourists who are settled abroad also visit these pilgrim places. The temples of Bhimakali and Hatkashwari (Shimla) are also becoming famous with the tourists.

There are Gurudwaras at Poanta Sahib (Sirmaur), Manikaran (Kullu) and Bhakhsu Nath (Una). Similarly there is a further need for the development of places having Buddhist monasteries. These monasteries are nowadays visited by Japanese tourists in large numbers after opening these areas to foreign tourists.

Although some restaurants have been set up at these pilgrim centres by Tourism Department and HPTDC to facilitate the stay of tourists. There is further need to involve the private sector to develop these pilgrim places to make the stay to tourists comfortable. These pilgrim places must also be provided with shops manned by local unemployed youth where handicrafts from the state can be sold. This will help in boosting the economy of the state and tackling the problem of unemployment besides propagating the local Handicrafts.

### **9.1.4 Highway Tourism**

Highways in the state are the most used and important mode of transport in the absence of adequate railway lines and airstrips in the state. The Highway tourism has got enough

potential for development in the state but this has not yet been fully exploited. The steps needed for highway tourism development in the state are:

- a) Improvement of the National Highways and the State Highways linking tourists destinations.
- b) Setting up of motels and restaurants on the tourist highways both by private and public sector tourism enterprises. These motels should have adequate arrangement for economy and well to do tourists.
- c) Tourism Department may prescribe a minimum standard of food quality and rate in these tourist destinations.
- d) The *dhabas*, which give employment to the local people, should also have a minimum standard of cleanliness, food quality and its preparation.
- e) The hotels, restaurants and dhabas can be provided with small outlets and shops which besides having imported goods can also sell products which are exclusive to Himachal and that too at reasonable rates.

#### **9.1.5 Cultural Tourism**

Tourism development revives and rejuvenates the salient aspects of local culture. The important festivals are Shimla festival (Shimla), Hamirutsav of Hamirpur and Kangra festival of Dharamshala. The other important festivals such as Dussehra of Kullu, Lavi mela of Rampur, Shivratri of Mandi and various other festivals of important temples of the state are famous.

#### **9.1.6 Adventure Tourism**

The terrain and geographical condition of the state make it a place for propagation and development of adventure tourism. The types of adventure tourism, which can be propagated and developed in the state, are river rafting, snow skiing, water skiing, boating and sailing. Trekking and para gliding or hand gliding is the other adventure sports, which have great potential for their development.

### **9.1.7 Eco-Tourism**

Development of tourism based on the natural resources of the place is known as Eco-tourism. This alternative tourism takes into account the natural ecological attractions of a place and their conservation and development. There is a great scope for development of eco-tourism in the state because of the scenic beauty it offers and the human potential it has got for generating employment.

Eco-tourism development in the state will ensure a high degree of local participation resulting in development of family based enterprises. Further, it will bring sustainability in tourism development, employment generation and environmental conservation.

## **9.2 REGIONALISATION OF TOURISM IN HIMACHAL PRADESH**

### **Regionalisation**

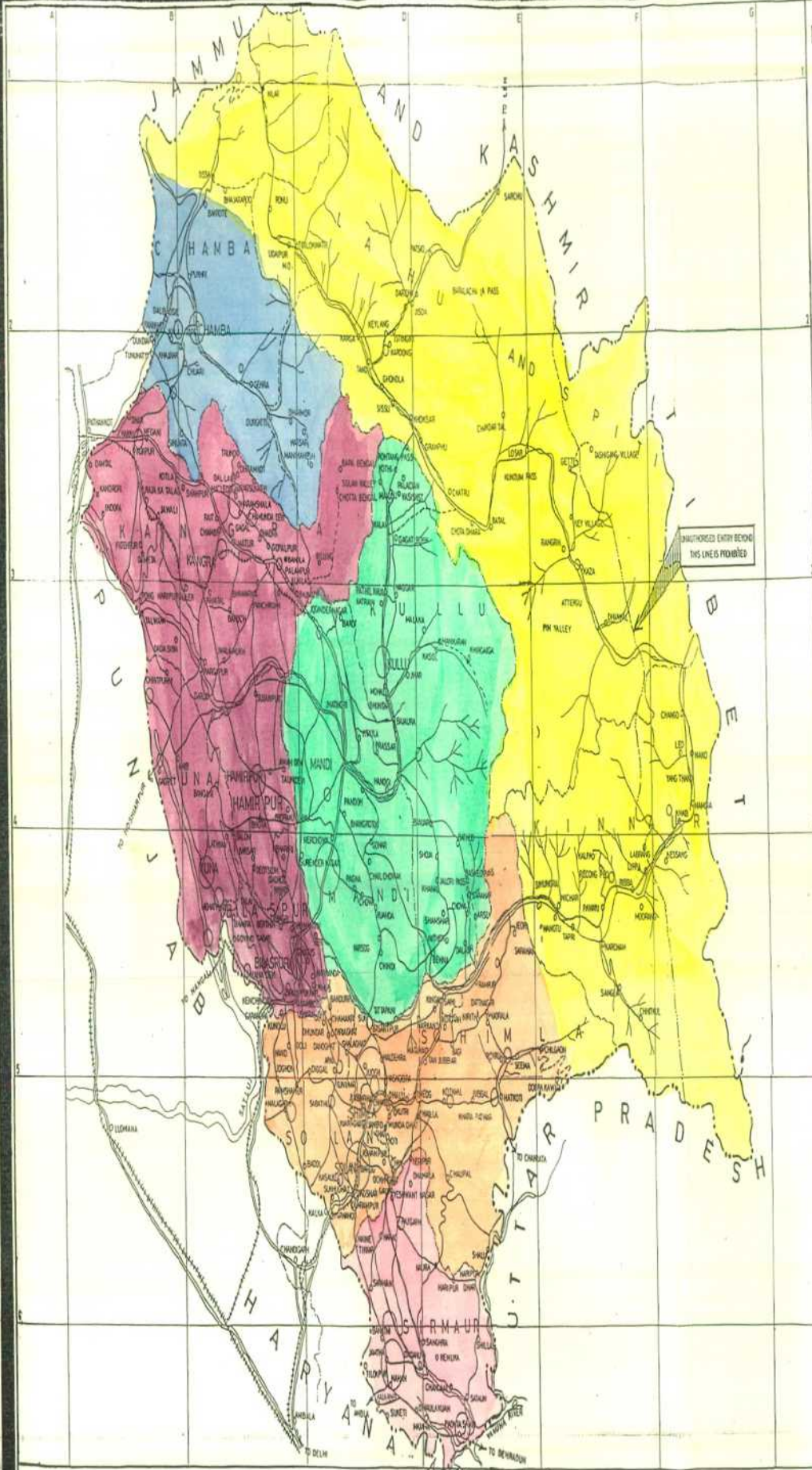
In view of characteristics of tourism potential and topography which is elaborated in the preceding chapters of the thesis, the Himachal Pradesh can be divided in the following regions for the fast and systematic growth of tourism in various regions of the state :-

- 9.2.1 Shimla Region
- 9.2.2 Mandi-Kullu-Manali Region
- 9.2.3 Kangra Region
- 9.2.4 Dalhousie-Chamba Region
- 9.2.5 Kinnaur & Lahaul Spiti
- 9.2.6 Sirmour Region.

### **9.2.1 Shimla Region**

Shimla region comprises of areas directly accessible from Shimla right upto Rampur, Sarhan, and Rohru as well as their surroundings. It goes down upto Parwanoo, Kasauli, Baddi-Barotiwala and Nalagarh. Most of the Solan district except Rajgarh portion which has direct bearing on Sirmour are included in this region. However, parts of Shimla



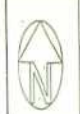


**LEGEND :-**

-  INTERNATIONAL BOUNDARY
-  STATE BOUNDARY
-  DISTRICT BOUNDARY
-  NATIONAL HIGHWAY
-  STATE HIGHWAY
-  RAILWAY LINE
-  AIRPORTS
-  RIVERS
-  LAKES
-  TREKKING ROUTES
-  SHIMLA REGION
-  MANDI-KULLU-MANALI REGION
-  KANGRA REGION
-  DALHOUSIE-CHAMBA REGION
-  KINNAUR-LAHUL & SPITI REGION
-  ARNER REGION

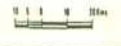
**TITLE:**

DEVELOPMENT  
OF REGION



SHEET  
NO: 1

**SCALE**



**SURENDER . K . NEGI**  
M.U.R.P THESIS, 1999 - 2000

Department of  
Architecture & Planning,  
University of Roorkee,  
Roorkee ,(U.P),India

**INTEGRATED DEVELOPMENT OF TOURISM IN HIMACHAL PRADESH**

district adjoining Kinnaur including Dogra-Kwar fall in the tribal region of Kinnaur and Lahaul & Spiti.

### **9.2.2 Mandi-Kullu-Manali Region**

Mandi-Kullu-Manali region comprises of Mandi and Kullu districts, picturesque mountains and Beas basin constitute most of this region. There are numerous places of tourist attraction in this region. Shimla-Mandi-Kullu-Manali receive the largest number of tourists in the State. At present, most of the tourists coming during summer wish to stay at Manali only and they come to Kullu and Mandi only for few days only for excursion. They also stay at Kullu only when accommodation is not available at Manali. This is so because Kullu is at a lower altitude. However, Manali is becoming congested and there is need to divert tourists not only to Kullu but also to other places between Mandi and Manali.

### **9.2.3 Kangra Region**

Kangra Region comprises districts of Kangra, Hamirpur, Una and Bilaspur. Besides Dharmshala and Palampur, this region is known for the temples of deities namely Shri Nainadevijji, BabaBalakNath, Brijeshwari and Chamunda Devi and pilgrim come from all over the country to visit these deities. Though on the basis of total tourist inflow, Dharamsala stands third after Shimla and Manali, but it receives maximum number of foreign tourists in the State. The tourist traffic is mostly concentrating in Macleodganj, which at present does not have adequate infrastructure to support such a large tourist inflow.

### **9.2.4 Dalhousie-Chamba Region**

Dalhousie-Chamba region comprises Chamba districts, except tribal belt of Pangi. Whereas, this region has impact of British culture in the Dalhousie area, there is peculiar Hindu culture in Chamba area including Bharmour. Mani Mahesh is one of the most famous deity of the region.



### **9.2.5 Kinnaur & Lahaul Spiti**

Tribal Region comprises Lahaul-spiti and Kinnaur districts as well as Pangi and Dodra-Kwar areas of Chamba and Shimla regions respectively. This region has predominance of Buddhist culture. Being inaccessible and physically most difficult region, a lot of tourist infrastructure is required to be provided in this area, so that its unique tourism potential is harnessed.

### **9.2.6 Sirmour Region.**

Sirmour Region comprises of district Sirmour and parts of Solan district namely Rajgarh area. Besides hill top town of Nahan, Chur Chgandnidhar, Renuka and Paonta Sahib are the major places of attraction.

## **9.3 PROPOSALS FOR FUTURE GROWTH OF TOURISM IN HIMACHAL PRADESH**

Following proposals have been suggested:

- a) Infrastructural activities like roads, telecommunications, civil aviation, drinking water, transport, civic amenities and accommodation will have to be improved and strengthened both in the existing tourist regions and new tourist regions.
- b) Developing all the five regions on a selective basis for integrated growth along with marking of specific destinations to ensure optimal use of existing infrastructure.
- c) Restructuring and strengthening the institutions for development of human resources.
- d) To attract private investment and regulate the flow of private investment to the priority areas and industry, a clear policy of incentives for private investment has to be formulated.

### **9.3.1 INFRASTRUCTURE REQUIREMENTS**

#### **9.3.1.1 Airports**

At present there are only three airports in Himachal namely Jubber hatti, Shimla district, Gaggal in Kangra district and Bhuntar in kullu district. Airstrips in these airports are not

sufficient to operate even Avero flights. As such expansion of these airports to their optimum limits should be under taken and new large airport should be constructed at Sunder Nagar. The airport at Sunder Nagar in Mandi District should be of International standard, where a large bodied international flight could directly land in this “heart” of the State which is linked with almost all parts of the State, should be developed at Sunder Nagar of Mandi District.

### **Expansion works**

1. Jubberhatti (Shimla)
2. Gaggal (Kangra)
3. Bhuntar (Kullu)

### **New Airport**

1. Sundernagar
2. RecogPeo
3. Chamba

### **Airports under construction**

1. Kyelong
2. Kaja

### **9.3.1.2 Railway**

At present the state is linked by the Kalka-Shimla and Pathankot-Joginder-nagar narrow gauge rail lines and the only broad guage line between Nangal-Talwara. There are no direct trains from Kalka to Bombay, Hyderabad, Banglore, Ahmedabad, Jaipur and Madras because of which tourists arriving from Maharashtra, Gujrat, Rajsthan and the South face great difficulty. It is therefore, suggested that the Government of India should introduce direct trains or at least through coaches on existing trains going to Pathankot and Kalka from these areas. More rail cars may be introduced on the Kalka-Shimla and Pathankot-Jogindenragar line to enhance the glory of a hill journey to the discerning tourists.



### 9.3.1.3 Tele-communication

All important tourist destinations in the State may be linked by STD facilities and the local telephone exchanges in the following places may be strengthened; Chail, Narkanda, Rohru, Jubbal, Kotkhai, Khajjiar, Kssauli, Renuka, Bharmaur, Rajgarh, Sangla and Rampur etc.

### 9.3.1.4 Roads

#### (i) In-existing tourist destinations

Improvement of the following roads has to be necessitated for providing a better transportation net work for easy accessibility to the tourist areas/destinations:

- a) Shimla-Jubbal Kotkhai-Rohru road (129 kms.)
- b) Shimla-Chail road (42 kms.)
- c) Shimla-Naldehra road (21 kms.)
- d) Kullu-Manali road (42 kms.)
- e) Kullu-Manikaran road (45 kms.)
- f) Dalhousie-Khajjiar-Chamba road (56 kms.)
- g) Dharampur-Kasauli road (11 kms.)
- h) Kala Amb-Suketi road (9 kms.)

#### (i) In the new tourist areas/destinations

In the new tourist spots and destinations, the following roads are required to be developed:

Roads	Stretch
a) Bharmaur-Hadsar-Dharchhu Road	47 kms.
b) Nakroad-Bajssu-Beragarh-Satrundi road.	97 kms.
c) Tattapani-Chindi-Karsog road	50 kms.
d) Mandi-Rewalsar road	25 kms.
e) Kulu-Aut-Shoja-Jalori pass road	70 kms.
f) Theog-Chopal-Nerwa road	83 kms.

### **9.3.1.5 Construction / improvement of Bus Stands**

To enhance the amenities for the tourists, the following Bus stands are proposed to be set-up / improved.

Shimla, Nainadevi, Manali, Manikaran, Kullu, Kangra, Palampur, Jawalaji, Chamunda, Chintpurni, Khajjiar, Dalhousie, Banikhet, Sangla, Peo, Mandi, Rewalsar, Rohtang, Kaza, Pooh, Koksar, Keylong, Udaipur and Bharmaur.

### **9.3.1.6 Civic Amenities**

For strengthening and improving the existing drainage and sanitation system, providing street lights developing parks in important towns and undertaking landscaping around tourist attractions should be undertaken in the following important towns of the state:- Shimla, Kullu, Dalhousie, Manali, Dharamshala , Palampur, Kangra, Jawalaji, Kasauli, Paonta Sahib and Renuka etc. and There is a need for construction of vehicular parking places at Bharmaur, Rajgarh, Jubbal, Kotkhai, Rohru, Theog, Rampur, Reckong Peo, Kalpa, Sangla and Keylong.

## **9.3.1 ACCOMMODATIONS**

### **9.3.5.1 Existing Accommodation**

The existing accommodation of Himachal Pradesh in the tourist places should be required to be augmented so as to make it commercially viable. Accommodation requirement for year 2001,2011 & 2021 are shown in tables and the accommodation should be such that it can accommodate one full package tour (bus load) consisting of 30-40 tourists. The following expansion is proposed keeping in mind the existing potential of tourist traffic to these destinations such as Narkanda, Fagu, Naldehra, Kullu (Naggar), Manikaran, Palampur, Chamunda, Khajjiar, Kasauli, Barog, Paonta Sahib, Sangla, Pooh, Kaza, Kalpa and Keylong.

### **9.3.5.2 Accommodation in the newly identified destinations**

Most of these areas being new tourist areas/destinations, there is presently no tourism accommodation of the Himachal Pradesh Tourism Development Corporation (HPTDC)

The state government should come out with detailed study regarding carrying capacity of all tourist locations and only then it should allow construction of hotels or resorts. In future, the government must opt for eco-friendly industries, keeping in view the vast Potential of tourism in this region.

## 10.2 Recommendations

- ◆ Strong emphasis should be laid on development of transport and communication network at regional level.
- ◆ Development of other growth centres by assigning administrative functions and providing other facilities.
- ◆ Land and administrative reforms should be carried out conducive to accelerated development of the region.
- ◆ Modernisation of the existing handicrafts and weaving units.
- ◆ The infrastructure which is short in peak days, becomes useless in off season causing the unemployment to the people. Winter sports and resorts for skiing and trekking, mountaineering should be developed. This way the tourist infrastructure, to some extent, can be utilised in off season.
- ◆ Due to the development work in hills, the ecological balance is disturbed because of deforestation and erosion of soil. To maintain the ecological balance, road side plantation and wild life sanctuaries, should be developed.
- ◆ Sanitation problem is becoming more acute with the flow of more tourists. A number of tourists/pilgrims sleep either in open or in buses. In the absence of sanitary facilities they defecate roadside, riverside and pollute water and air. To check this

pollution, permanent sanitary facilities should be provided at every halting point and at every 10 Km along the road.

- ◆ A tourism training institute to train the personnel for tourism should be established. Catering, tourism management and guide should be emphasized in the training institute.
- ◆ Sewage disposal into the river should only be allowed after treatment.
- ◆ Private people should be encouraged to establish hotels in this region by giving incentives like loans at cheaper rate of interest and providing the technical help in construction of buildings.
- ◆ For improving the medical facilities, a health centre should be established at every 10 to 14th kilometers and mobile vans with a qualified doctor and other facilities should be provided on the routes of remote areas of the region during the peak seasons.
- ◆ To cater the seasonal demand of accommodation, camping sites should be developed with permanent sanitary facilities and tents should be put up to stay there in peak season.
- ◆ Considering the high cost of construction in hill region, two tier beds should be developed for providing cheaper accommodation especially in four or six bedded rooms and dormitories (Beds- ) so that the cost of accommodation per bed is reduced.
- ◆ Interest of local people should be considered in preparing the development plan. This will not only improve their economic status but will also help in conserving the cultural and heritage values of the area/region.

### 10.3 Conclusions

Tourism Industry in Himachal Pradesh has wide scope to flourish and provide a new direction to the economy of the state. Tourism is only next to hydro electric power potential in the state with positive scope in maintaining its unpolluted atmosphere. In the recent past, introduction of tent houses colony is a right step to ensure people's participation in this field. Introduction of railways, atleast in ten districts of the Pradesh out of twelve will undoubtedly make it the 'Switzerland of India'. Tourism industry has a vast scope in Himachal Pradesh than any other state of Indian Union. Liberal allocation of funds by Planning Commission can help the Pradesh to occupy its due place in the world's tourist map.

By seeing the vast potential of tourism and increase in tourists inflow, it is right time for the Government to prepare an Integrated Development Tourism Plan for the state as well as important regions. Lessons can be learnt from Ladakh and Nepal experiences of environmental degradation and transformation of local culture by a large influx of tourists from all over the world. It brings drastic socio-cultural changes causing heavy strains and conflicts in host society. Hence, considerable direction needs to be extended to protect the regions from adverse effects. Local people should be educated to view long term gains of tourism, by providing subsidy to local entrepreneurs for construction, organizing training camps of guiding, trekking and other adventure sports activities and at the same time for environmental conservation and preservation of local culture so as to enable people gain more opportunities of employment and income from this industry.

To conclude, it is recommended that the suggested approach for the Integrated Tourism development of Himachal Pradesh would form the basis of development of tourism in other similar states in India in the times to come.

### **9.3.1.5 Construction / improvement of Bus Stands**

To enhance the amenities for the tourists, the following Bus stands are proposed to be set-up / improved.

Shimla, Nainadevi, Manali, Manikaran, Kullu, Kangra, Palampur, Jawalaji, Chamunda, Chintpurni, Khajjiar, Dalhousie, Banikhet, Sangla, Peo, Mandi, Rewalsar, Rohtang, Kaza, Pooh, Koksar, Keylong, Udaipur and Bharmaur.

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For strengthening and improving the existing drainage and sanitation system, providing street lights developing parks in important towns and undertaking landscaping around tourist attractions should be undertaken in the following important towns of the state:- Shimla, Kullu, Dalhousie, Manali, Dharamshala , Palampur, Kangra, Jawalaji, Kasauli, Paonta Sahib and Renuka etc. and There is a need for construction of vehicular parking places at Bharmaur, Rajgarh, Jubbal, Kotkhai, Rohru, Theog, Rampur, Reckong Peo, Kalpa, Sangla and Keylong.

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The existing accommodation of Himachal Pradesh in the tourist places should be required to be augmented so as to make it commercially viable. Accommodation requirement for year 2001,2011 & 2021 are shown in tables and the accommodation should be such that it can accommodate one full package tour (bus load) consisting of 30-40 tourists. The following expansion is proposed keeping in mind the existing potential of tourist traffic to these destinations such as Narkanda, Fagu, Naldehra, Kullu (Naggar), Manikaran, Palampur, Chamunda, Khajjiar, Kasauli, Barog, Paonta Sahib, Sangla, Pooh, Kaza, Kalpa and Keylong.

### **9.3.5.2 Accommodation in the newly identified destinations**

Most of these areas being new tourist areas/destinations, there is presently no tourism accommodation of the Himachal Pradesh Tourism Development Corporation (HPTDC)



or even of the private sector at these locations. Therefore, a modest beginning will have to be made by developing tourist accommodation at Bharmaur, Hadsar, Dhanchu, Manimahesh.

#### **9.3.5.3 Paying Guest House accommodation**

To involve large scale public participation in the tourism development process of the State so that the fruits of economic development are harvested by the local people, it is proposed to introduce the Paying Guest House Accommodation scheme in a big way. Under this Scheme, people willing to set up Paying Guest Houses in farm houses, orchards, tea gardens and other scenic locations by adding a few extra rooms and toilets (with prescribed facilities) may be encouraged. Moreover, this activity would ensure that tourism development reaches every nook and corner of this lovely Hill State and therefore, there is no heavy concentration in 3 or 4 towns only, leading to environmental pollution and breakdown of civic amenities. This scheme would particularly be relevant in tribal areas of the State, where no outsider (non-tribal) can buy land for setting up tourist facility and therefore, the collaboration of the local and owner/entrepreneurs becomes critical to tourism exuberance in such areas.

#### **9.3.5.4 Camping Tourism**

Camping tourism has distinct advantage of satisfying adventure desires of tourists and bringing them closer in the nature. This also involves lesser cost of development with a negligible gestation period. To exploit this potential, tourism activities to remote localities in the state has been identified as below:

- a) Chamba district : Dalhousie, Khajjiar and jhamwar
- b) Kangra disstrict : Bir.
- c) Mandi district : Chindi, Praasher, Barot, Jhatingri
- d) Shimla disstrict : Janedghat, Seepur.
- e) Lahaul & Spiti : Sarchu
- f) Kinnaur : Sangla and Babha

This will also help in supplementing and augmentation the accommodation requirement during the peak tourist seasons.

### **9.3.6 AMUSEMENT AND RECREATION**

#### **9.3.6.1 Club Houses in Tourist Destinations**

Presently, there are, virtually, no indoor recreational facilities for the tourists to keep themselves engaged and also to prolong their stay. Hence, in a need for setting up of the club-houses facilities at almost all the District Headquarters and some other locations, like Shimla, Dharamshala, Dalhousie, Una, Hamirpur, Bilaspur, Nahan, Mandi, Solan, Recong Peo and Keylong etc.

#### **9.3.6.2 Ropeways**

In view of the land constraint in busy tourist centres and towns of Himachal Pradesh, the scope of additional roads, by-passes within the place is very limited. The existing roads being already over crowded, it is imperative that an alternative means of transportation at-least for pedestrians should be explored.

#### **9.3.6.3 Amusement parks**

For the recreation of tourists, the following amusement parks are proposed and these parks should be set up in Shimla, Kullu & Kangra by involving Private Sector.

#### **9.3.6.4 Developing Lake Areas**

Apart from water sports on the rivers, streams and lakes of Himachal Pradesh, it is proposed to make the lakes of Himachal Pradesh a fulcrum of tourism activity, as was once done in Kashmir lakes. The large lakes of Himachal Pradesh have a hidden, unmeasurable potential for river cruises, houseboats, streamers and shikaras, which can unfold the romance of idyllic living on a serene water body. Some of the big lakes and rivers even have small islands, which are virgin territory for setting up cottages, cafes, amusement and recreation facilities and some sports like golf, angling (Mahseer particularly) and other fun and frolic games centred around water. Besides, tourism facilities (like hotels, motels, restaurants, shopping centres, amusement and cultural

activities) can also be set up around the lake areas. The important lake areas which can be harnessed for tourism purposes are Pong, Gobindsagar, Pandoh, Chamera, Rewalsar, Renuka and many more. Private sector investment will have to be attracted in a big way in actually setting up of tourism facilities on and around the lake areas while Government expenditure would be largely confined to setting up of basic infrastructure such as good roads, drinking water and regular power supply, telecommunication and transport (access) facilities to these areas.

#### **9.3.6.5 Way Side Facilities**

There is need for developing the wayside facilities consisting of a cafeteria, souvenir shop, daily need shop, parking and toilet block, Benches, some outdoor seating places, and way side kiosks should be developed.

#### **9.3.7 ADVENTURE TOURISM**

There is great potential of adventure tourism and activities. Some of the adventure tourism activities are mentioned below:

##### **9.3.7.1 Skiing**

Snow skiing should be started/expanded at Manali, Dalhousie, Narkanda, Shangla and Kufri.

##### **9.3.7.2 Water Sports and White Water Sports**

Water sports and white water sports should be introduced in all the major lakes and rivers in the State.

##### **9.3.7.3 Hand Gliding and Para Gliding**

Government should set up an Aerosports Institute in the state.

##### **9.3.7.4 Trekking**

There are 110 identified treks in Himachal Pradesh. The list of these treks is given in the Annexure . As of today, trekking is not being organised as a tourism activity. All these

treks are neither developed nor publicised so these trekking treks should be developed and published to attract more tourist in the State.

#### **9.3.7.5 Eco-Tourism**

To harness the tourism potential of Forest and Wild Life sanctuaries in the State, there are 29 Wild Life sanctuaries, 3 Nature parks and Two national parks. Tourist facilities like parking places, construction of benches, paths, bird-watching towers are required to be developed in these areas.

#### **9.3.8 HERITAGE AND MONUMENTS**

For heritage tourism in the State special efforts are required to be undertaken in the areas in terms of illumination, sound shows, land scaping and providing a facelift to the heritage buildings.

#### **9.3.9 SHILPGRAM**

Himachal Pradesh is famous for handlooms and handicrafts items like Kullu and Kinnaur Shawls, Caps, Chamba Chappal and rumals, Silk and Angoora products, besides horticulture and agro-based products. The State Government should encourage the production of these items as souvenir items to be picked up by the visiting tourists. Also the live demonstration and display of their crafts and horticulture products would be of immense tourist interest and provide an interesting as well as creative activity near important tourist towns. The Government should propose Shilpgrams at (i) Kangra (ii) Shimla (iii) Reekong-Peo (iv) Chamba and (v) Naggar.

#### **9.3.10 FAIRS AND FESTIVALS**

Himachal Pradesh is the land of colourful fairs, festivals and folklor. At present, Government of India has adopted only three fairs and festivals namely Kullu Dussehra, Shimla Summer Festival and Kangra Tea festival for Central assistance where as there are other important festivals of Shimla & Kinnaur districts, Minjar festival of Chamba, which also require usual funding from Government of India. These festivals should also be promoted to boost the tourism activity in the state.

### **9.3.11 HUMAN RESOURCES DEVELOPMENT**

With the increased investment in Tourism sector, the demand for skilled manpower shall also rise. To cop with the same, augmentation of training infrastructure in the State should provide Hotel Management Institutes in the state. Similar Training Institutes should be required for trekking guides, tourist guides, river rafting, Hang gliding and Para gliding etc.

### **9.3.12 PUBLICITY AND PROMOTION**

With the development of Pilgrim Centre, Lake tourism, Adventure tourism, Forest and Wild life tourism, Heritage tourism and tourism in the destinations, large scale publicity and promotion efforts should be undertaken. This should be done through newspaper publicity and magazine, T.V. slots, films on specific themes/regional development of attractive and imaginative posters, folders, trekking/city/regional maps. Brochure and other publicity material should also be circulated all over India through travel agents and tour operators.

## **9.4 STEPS FOR INTEGRATED DEVELOPMENT OF TOURISM IN HIMACHAL PRADESH**

Though Himachal Pradesh has been attracting domestic and foreign tourists, its development has not been keeping pace with the assets and potential for tourism development. Hence, there is a need to evolve an integrated strategy for promotion of tourism in a big way. The steps for this integrated development would involve:

- (i) to increase the room capacities and to eco-tourism centres to cater to the needs of the tourists. This will result in stabilising the price of rooms. There is also need for building of low priced accommodation at cultural and pilgrimage centres.
- (ii) Steps are required to develop more attractive tourist destinations for which adequate potential exists in the state.
- (iii) There is a need for paying attention to other infrastructural aspects such as development and modernisation of airports and airstrips, roads, road and water transport and water sports.

- (iv) Steps for integrated involvement of private sector, Himachal Tourism and Himachal Pradesh Tourism Development Corporation.
- (v) To develop the concept of single window system and web site where all the information and data of the tourist centres in the state can be made available through database to the tourists at various tourist information centres and with the registered tourist agents.
- (vi) Steps to be undertaken to assess the existing standards and facilities to improve them. This will help in upgrading the facilities to tourists and increasing the inflow of tourists.
- (vii) To introduce up the new idea of eco-tourism having brought wonders in Nepal, which has a terrain and environment similar to Himachal Pradesh.
- (viii) There is a need for integrated planning and development for tourism with each tourists area having a development authority. Master plans for appropriate number of years for each place or spot can be prepared and while doing so the carrying capacity of various centres need to be determined and detailed urban planning with land use planning need to be undertaken.
- (ix) Large-scale afforestation programmes and soil conservation measures are necessary in order to enhance the aesthetic beauty and environment of the state.
- (x) The design concept of the buildings, which are being constructed particularly in Shimla, Kullu, Manali and Dharamshala areas, should be in conformity and harmony with the local environment and style of architecture.
- (xi) Instead of promoting mass scale tourism, the government should first concentrate on high speeding foreign tourists which at present is confined to Dharamshala and Manali as it would lead to speedy economic upliftment without straining the basic infrastructural facilities.

## **CHAPTER – 10**

### **10.0 RECOMMENDATIONS AND CONCLUSIONS**

**10.1 Introduction**

**10.2 Recommendations**

**10.3 Conclusions**

## 10.0 RECOMMENDATIONS AND CONCLUSIONS

### 10.1 Introduction

Tourism, which plays an important role in the economy of the state, is now facing rough weather, because government has not bothered to develop the tourist places in a planned manner. Haphazard construction of hotels has given rise to various problems like disposal of garbage, contamination of water and large-scale soil erosion. The tourist traffic to these stations have gone down in the past two years. Although the state government has time and again announced to come out with a new master plan for the development of tourism, the decision has remained in files only. The construction of roads without adequate soil conservation measures, unplanned construction of big buildings and reckless felling of trees have aggravated the situation.

As tourism and environment are intrinsically related to each other, the development as well as expansion of tourism depends on clean environment. But Himachal Pradesh Government has forgotten this important factor. The setting up of big cement plants and hydroelectric projects have adversely hit the tourism industry in the state.

A large number of tourists, both international and domestic, are attracted to natural parks and sanctuaries which offer them glimpses of wildlife. Mountains, jungles, rivers, lakes also allow for the new-fangled “adventure tourism” – hiking, skiing and other similar activities. But deforestation, large-scale soil erosion and unscientific mining have further put a question-mark on the future of tourism. Forests in the state are not regenerating. Therefore, the growing stocks have dwindled and most of the forests have been encroached upon and destroyed. Number of roads have become prone to landslides, causing great inconvenience to the tourists. The Chandigarh-Bilaspur, Shimla-Kinnaur and Kullu-Manali highways are the latest examples where landslides have damaged the roads.



The state government should come out with detailed study regarding carrying capacity of all tourist locations and only then it should allow construction of hotels or resorts. In future, the government must opt for eco-friendly industries, keeping in view the vast Potential of tourism in this region.

## 10.2 Recommendations

- ◆ Strong emphasis should be laid on development of transport and communication network at regional level.
- ◆ Development of other growth centres by assigning administrative functions and providing other facilities.
- ◆ Land and administrative reforms should be carried out conducive to accelerated development of the region.
- ◆ Modernisation of the existing handicrafts and weaving units.
- ◆ The infrastructure which is short in peak days, becomes useless in off season causing the unemployment to the people. Winter sports and resorts for skiing and trekking, mountaineering should be developed. This way the tourist infrastructure, to some extent, can be utilised in off season.
- ◆ Due to the development work in hills, the ecological balance is disturbed because of deforestation and erosion of soil. To maintain the ecological balance, road side plantation and wild life sanctuaries, should be developed.
- ◆ Sanitation problem is becoming more acute with the flow of more tourists. A number of tourists/pilgrims sleep either in open or in buses. In the absence of sanitary facilities they defecate roadside, riverside and pollute water and air. To check this

pollution, permanent sanitary facilities should be provided at every halting point and at every 10 Km along the road.

- ◆ A tourism training institute to train the personnel for tourism should be established. Catering, tourism management and guide should be emphasized in the training institute.
- ◆ Sewage disposal into the river should only be allowed after treatment.
- ◆ Private people should be encouraged to establish hotels in this region by giving incentives like loans at cheaper rate of interest and providing the technical help in construction of buildings.
- ◆ For improving the medical facilities, a health centre should be established at every 10 to 14th kilometers and mobile vans with a qualified doctor and other facilities should be provided on the routes of remote areas of the region during the peak seasons.
- ◆ To cater the seasonal demand of accommodation, camping sites should be developed with permanent sanitary facilities and tents should be put up to stay there in peak season.
- ◆ Considering the high cost of construction in hill region, two tier beds should be developed for providing cheaper accommodation especially in four or six bedded rooms and dormitories (Beds- ) so that the cost of accommodation per bed is reduced.
- ◆ Interest of local people should be considered in preparing the development plan. This will not only improve their economic status but will also help in conserving the cultural and heritage values of the area/region.












### 10.3 Conclusions

Tourism Industry in Himachal Pradesh has wide scope to flourish and provide a new direction to the economy of the state. Tourism is only next to hydro electric power potential in the state with positive scope in maintaining its unpolluted atmosphere. In the recent past, introduction of tent houses colony is a right step to ensure people's participation in this field. Introduction of railways, atleast in ten districts of the Pradesh out of twelve will undoubtedly make it the 'Switzerland of India'. Tourism industry has a vast scope in Himachal Pradesh than any other state of Indian Union. Liberal allocation of funds by Planning Commission can help the Pradesh to occupy its due place in the world's tourist map.

By seeing the vast potential of tourism and increase in tourists inflow, it is right time for the Government to prepare an Integrated Development Tourism Plan for the state as well as important regions. Lessons can be learnt from Ladakh and Nepal experiences of environmental degradation and transformation of local culture by a large influx of tourists from all over the world. It brings drastic socio-cultural changes causing heavy strains and conflicts in host society. Hence, considerable direction needs to be extended to protect the regions from adverse effects. Local people should be educated to view long term gains of tourism, by providing subsidy to local entrepreneurs for construction, organizing training camps of guiding, trekking and other adventure sports activities and at the same time for environmental conservation and preservation of local culture so as to enable people gain more opportunities of employment and income from this industry.



**LEGEND :-**

-  INTERNATIONAL BOUNDARY
-  STATE BOUNDARY
-  DISTRICT BOUNDARY
-  NATIONAL HIGHWAY
-  STATE HIGHWAY
-  RAILWAY LINE
-  AIRPORTS
-  RIVERS
-  LAKES
-  TREKKING ROUTES
-  TOURIST PLACE

**TITLE:**  
 LOCATION OF TOURIST  
 PLACES & ROAD  
 NETWORK.



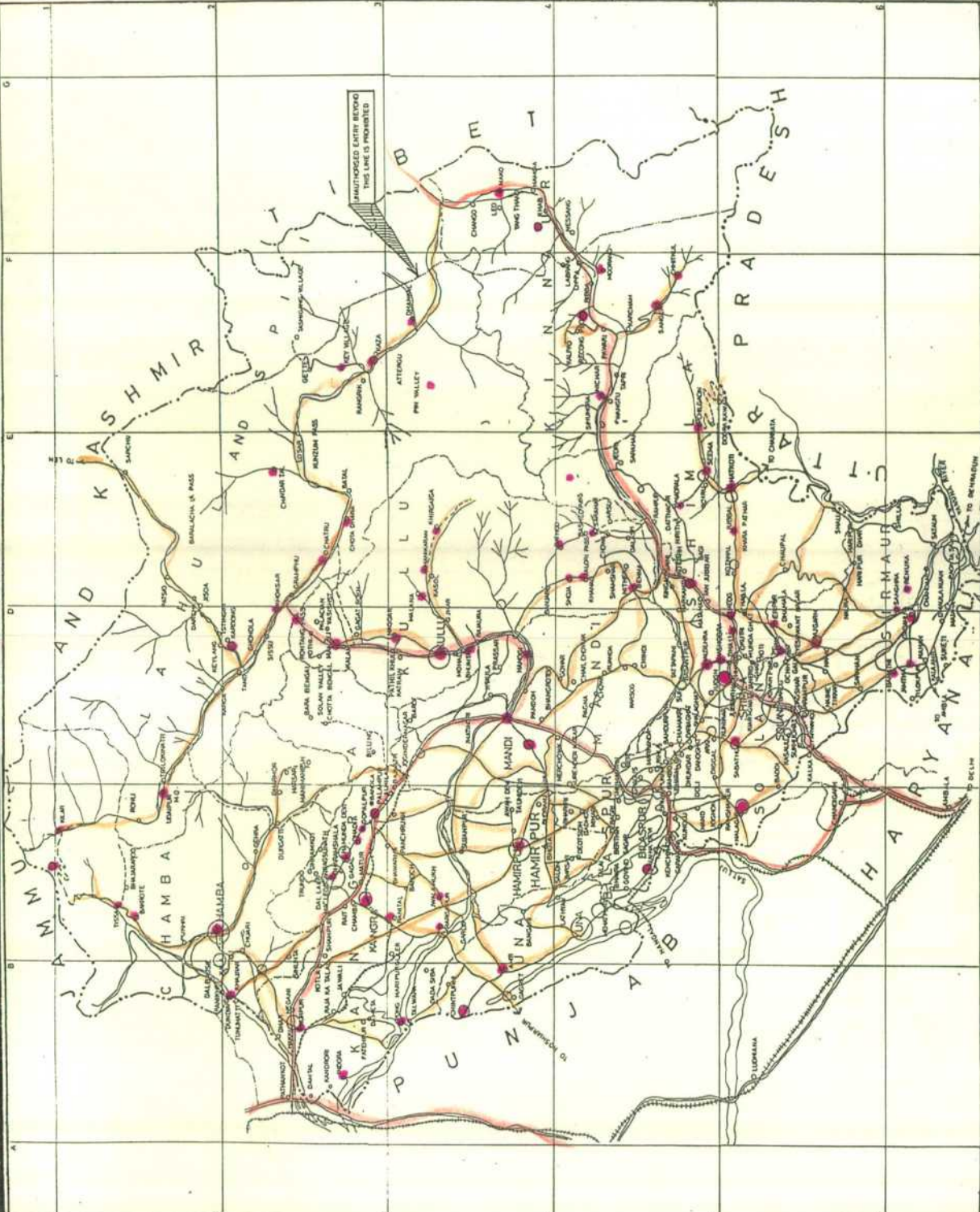
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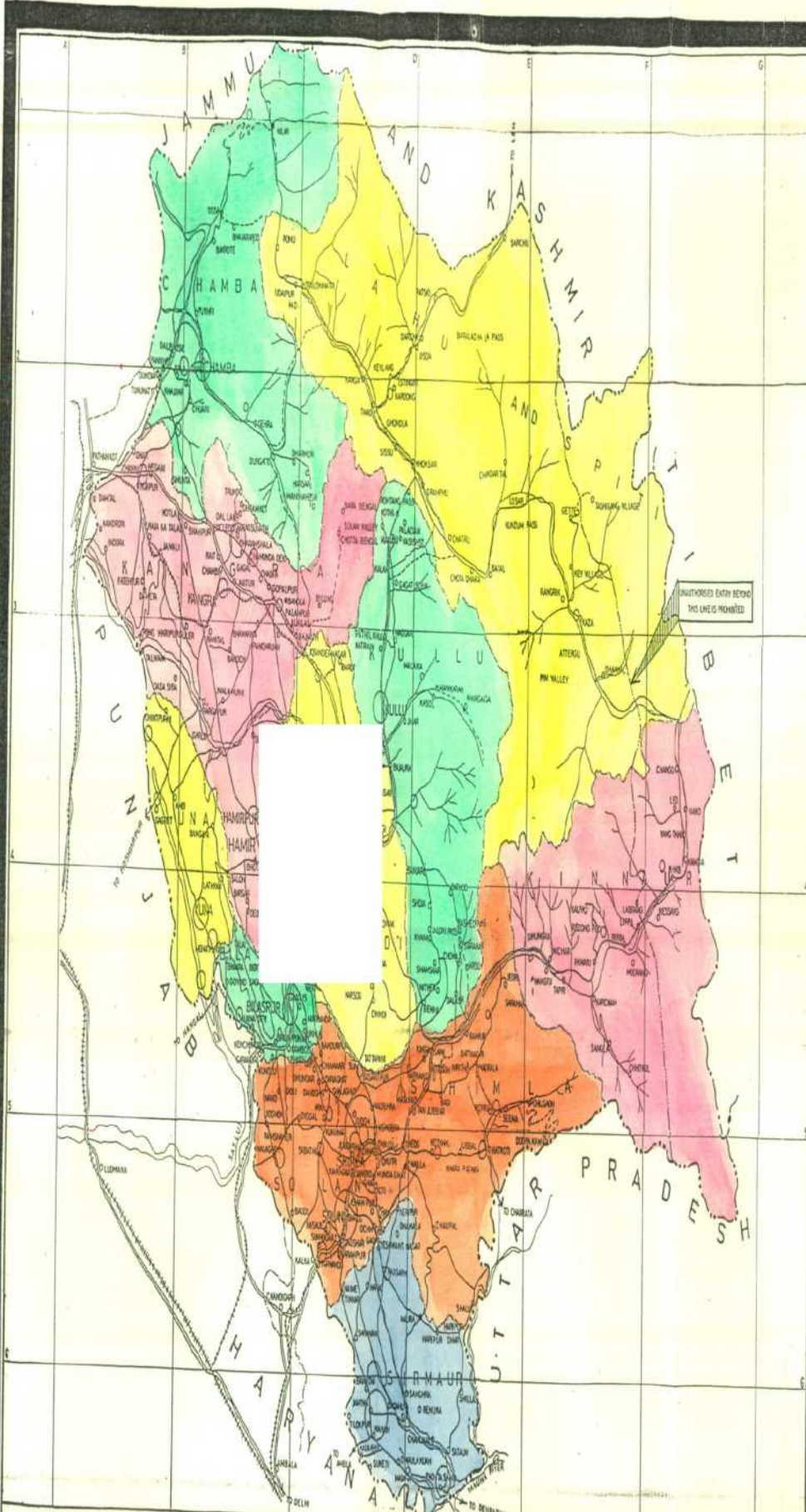
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









**INTEGRATED DEVELOPMENT OF TOURISM IN HIMACHAL PRADESH**

To conclude, it is recommended that the suggested approach for the Integrated Tourism development of Himachal Pradesh would form the basis of development of tourism in other similar states in India in the times to come.





**LEGEND :-**

-  INTERNATIONAL BOUNDARY
-  STATE BOUNDARY
-  DISTRICT BOUNDARY
-  NATIONAL HIGHWAY
-  STATE HIGHWAY
-  RAILWAY LINE
-  AIRPORTS
-  RIVERS
-  LAKES
-  TREKKING ROUTES

**TITLE:**

BASE MAP



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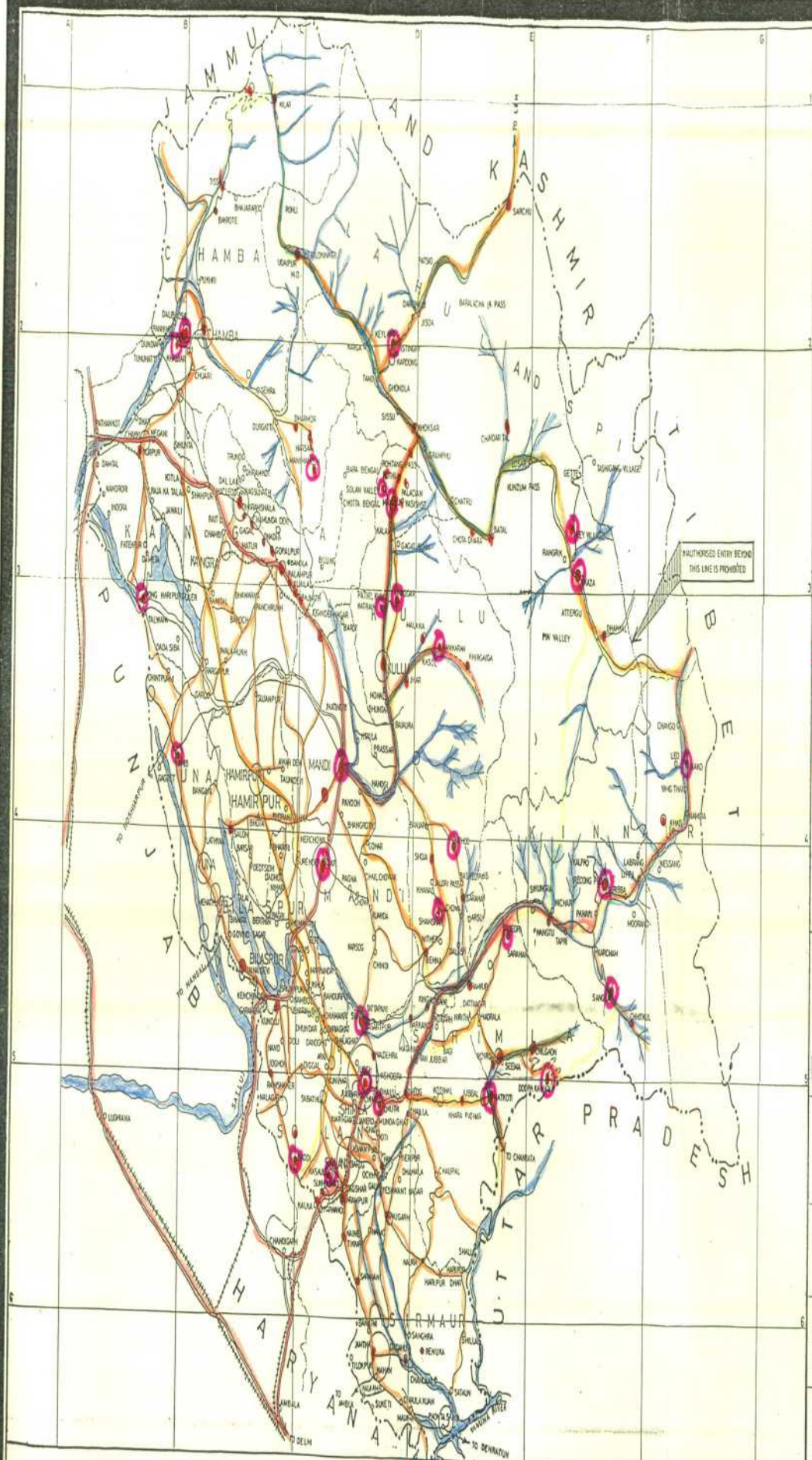


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









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**INTEGRATED DEVELOPMENT OF TOURISM IN HIMACHAL PRADESH**







**LEGEND :-**

-  INTERNATIONAL BOUNDARY
-  STATE BOUNDARY
-  DISTRICT BOUNDARY
-  NATIONAL HIGHWAY
-  STATE HIGHWAY
-  RAILWAY LINE
-  AIRPORTS
-  RIVERS
-  LAKES
-  TREKKING ROUTES
-  ACCOMMODATION & OTHER SERVICES.
-  NEW ROADS OR IMPROVEMENT.

**TITLE:**  
 PROPOSED INFRASTRUCTURE  
 NATURAL NETWORK.

 SHEET  
 NO: 4

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**INTEGRATED DEVELOPMENT OF TOURISM IN HIMACHAL PRADESH**

# ANNEXURE

- ANNEXURE-I      Population Projection and Methods for  
Calculating Projection.
- ANNEXURE-II     List of Important Trekking Routes.
- ANNEXURE-III    List of Peaks, Altitude and Location.
- ANNEXURE-IV    List of Passes and Jots in Himachal Pradesh.
- ANNEXURE-V     List of Important Tourist Places and their  
Heights.



## POPULATION PROJECTIONS AND METHODS FOR CALCULATING PROJECTIONS.

The population parameter serves as the denominator in all endeavours to development. The process of planning entails directing the process of development towards providing maximum good for maximum people. Planning exercise therefore, becomes predominantly futuristic, the fruits of the process is enjoyed by future generations. Estimates of future population are therefore, required by planners to analyse the magnified image of the consequences of current trends and differentials. In planning, both short term and long term projections are necessary for arriving at important decisions.

### Methodology for Calculating Projections

Projections are usually based on some factual information and assumptions. The accuracy of estimates, therefore, depends on the accuracy of available data and assumptions. Therefore, the data to be used must be evaluated and adjusted for errors, incompleteness and other inconsistencies.

The methods in general used for calculating the estimates of population are

- i) Conjectural estimates.
  - ii) Mathematical and statistical estimates.
  - iii) Demographic estimate.
- i) **Conjectural Estimate** are resorted to in the absence of national census or numerical data relating to population. These estimates, based on quantitative and

qualitative information on one or more factors, related to population size. Conjectural estimates are not of any analytical value and have been used in the past mainly to fill the gaps during the break of national census.

ii) **Mathematical and Statistical methods** are in general employed for intercensal and post censal estimation and for estimating the future population for shorter time periods. These are basically the techniques of interpolation, with the assumption of the form of the time series. The mathematical expressions that are often used for estimation vary in the complexity and the following expressions are widely used for estimation

- ◆ Linear Function  $P_1 = P_0 (1+rt)$
- ◆ Geometric Growth Function  $P_1 = P_0 (1+r)^n$
- ◆ Exponential Growth Function  $P_1 = P_0 e^{rt}$
- ◆ Logistic Curve  $P_1 = K / (1 + e^{-a+bt})$
- ◆ Polynomial of degree  $n - P_1 = a_0 + a_1 t + a_2 t^2 + \dots + a_n t^n$

Where  $P_1$  denotes the population at time  $t$  and  $a, a_0, a_1, \dots$  are the parameters of expressions.

$r$  - refers to the rate of growth and

$P_0$  . represents the population at the time of origin.

Therefore, population projections should not be limited to empirical formulae only but should take into account the external factors that influence the development in order to arrive at a realistic development scenario for the horizon year.

Thus, population projections as a methodology for planning holds a position of critical importance.

## PEAKS, ALTITUDE AND LOCATION

S. No	Peak	Altitude to Mean Sea Level(Mets.)	Location
1.	Cholang	3,270	Dhauladhar Range(Distt. Kangra).
2.	Shacha	3,540	Kullu
3.	Choordhar	3.647	Shimla
4.	Narshing Tibba	3.730	Chamba
5.	Hargaran	3.850	Lahaul – Spiti
6.	Gauri Devi Ka Tibba	4,030	Chamba
7.	Patalsu	4.470	Kullu
8.	Ghoralantinu	4.760	Kullu – Kangra
9.	Pin Parbati	4,800	Kullu
10.	Inder Kila	4,940	Kullu
11.	Shringla	4.999	Lahaul – Spiti
12.	Murangla	5,060	Lahaul – Spiti
13.	Lachalungla	5.060	Lahaul – Spiti
14.	Thamsar	5,080	Chamba
15.	Srikhanda	5.182	Kullu
16.	Shitidhar	5,290	Kullu
17.	Umasila	5,294	-
18.	Raldang	5.499	Kinnaur
19.	Parangla	5.579	-
20.	Gushu	5,607	Kinnaur
21.	Saltu Da Par	5.650	Lahaul – Spiti
22.	Kailash	5,660	Bharmaur ( Distt. Chamba)
23.	Pishu	5,672	Kinnaur
24.	Bara Kanda	5,860	Bharmaur (Distt. Chamba)
25.	Hanuman Tibba	5,860	Kullu – Kangra
26.	Malwa Kandino	5,944	Kullu
27.	Pir Panjal	5,972	Chamba
28.	Solang	5,975	Kullu
29.	Deo Tibba	6,001	Kullu
30.	Gepang Goh	6,050	Lahaul – Spiti
31.	Mukar Beh	6,070	Lahaul – Spiti
32.	Shikar Beh	6,200	Lahaul – Spiti
33.	Indrasan	6,220	Kullu – Manali
34.	Shigrila	6,230	Lahaul – Spiti
35.	Phawarang	6,349	Kinnaur
36.	Gyephang	6,400	Lahaul – Spiti
37.	Dibibokri Pyramid	6,400	Kullu
38.	Jorkaden	6,473	Kinnaur
39.	Kinner Kailash	6,500	Kinnaur
40.	Mulkila	6,520	Lahaul – Spiti

41.	Manerang	6,597	Spiti
42.	Spipki	6,608	Kinnaur
43.	Leo-Pargial (Riwo Phargyul)	6,791	Kinnaur
44.	Shilla	7,025	Kinnaur

Source : Survey of India Maps.

## PASSES AND JOTS IN HIMACHAL PRADESH

S. No	Name of Pass	Altitude to Mean Sea Level (Mets.)	Location
1.	Basodan	2,400	Chamba - Bhatiyat
2.	Dulchi	2,788	Mandi - Kullu
3.	Bhubu	2,895	Joginder Nagar - Kullu
4.	Padri	3,050	Chamba - Jammu
5.	Jalori	3,135	Inner & Outer Seraj in Kullu
6.	Chauri	3,150	Chamba - Kangra
7.	Rashol Jot	3,230	Kullu
8.	Pajanund Galu	3,280	Mandi - Kullu
9.	Khauli Galu	3,440	Kullu
10.	Jalsu Ka Jot	3,450	Kangra - Chamba
11.	Chandarkhani Galu	3,600	Kullu
12.	Tainti Galu	3,600	Kullu
13.	Baleni Jot	3,730	Kangra - Chamba
14.	Gharhu Jot	3,730	Kullu
15.	Sari Galu	3,740	Kullu- Kangra
16.	Waru Pass	3,870	Kangra - Chamba
17.	Shibaling Pass	3,980	Kinnaur
18.	Rohtang Pass	3,978	Kullu - Lahaul
19.	Bherianga Pass	4,140	Kullu - Kangra
20.	Hamtah Jot Pass	4,270	Pir Panjal - Kullu - Spiti
21.	Singoor Pass	4,310	Kangra - Bharmaur
22.	Indrahar Pass	4,320	Kangra - Bharmaur
23.	Tori Jot	4,360	Kangra - Chamba
24.	Sach Pass	4,395	Chamba - Pangri
25.	Ranjcha Pass	4,400	Lahaul - Spiti
26.	Shipkila	4,500	Lahaul - Spiti
27.	Kunzam La	4,520	Lahaul - Spiti
28.	Shi Jot	4,530	Kullu
29.	Rangchi Galu	4,540	Kullu
30.	Tamsar Pass	4,572	Kangra-Bara Bangahal (Dhauladhar Rang)
31.	Shinka Pass	4,575	Kinnaur - Gharwal
32.	Burua Pass (Buran Ghati)	4,578	Kinnaur - Gharwal
33.	Rupin Ghati	4,625	Kinnaur - Gharwal
34.	Talang Pass	4,640	Kangra - Chamba
35.	Kathikukri	4,640	Kullu - Kangra
36.	Gairu Jot	4,660	Kangra
37.	Drati Pass	4,720	Chamba - Pangri

38.	Kalicho	4,729	Lahaul – Bharmaur
39.	Khidala Galu	4,750	Chamba
40.	Nikora Pass	4,750	Kangra – Bharmaur
41.	Animal Pass	4,880	Kullu
42.	Manali Pass	4,880	Manali – Kangra
43.	Bara Lachala	4,890	Pangi – Range, Lahaul, Bharmaur
44.	Tempo La	4,930	Lahaul – Spiti
45.	Chabia Pass	4,934	Pangi Range, Lahaul, Bharmaur
46.	Mulari Jot	4,960	Lahaul
47.	Kugti Pass	4,961	Lahaul – Bharmaur
48.	Shipting	4,980	Bharmaur – Lahaul
49.	Taintu Ka Jot	5,000	Kullu – Kangra
50.	Sara Umga Pass	5,010	Kullu – Spiti
51.	Shakarof	5,022	Lahaul – Spiti
52.	Asha Gali	5,030	Kangra – Lahaul – Spiti
53.	Nalgaon Pass	5,030	Kinnaur – Gharwal
54.	Duggi Jot	5,060	Bharmaur – Lahaul
55.	Kamilaga Pass	5,151	Kinnaur – Gharwal
56.	Makori Jot	5,190	Kangra
57.	Lamkhaga Pass	5,284	Kinnaur – Gharwal
58.	Charang Pass	5,266	Kinnaur – Gharwal
59.	Pin Parbati	5,319	Kullu – Spiti
60.	Borsa Pass	5,360	Kinnaur – Gharwal
61.	Laluni Jot	5,440	Lahaul – Spiti
62.	Chobu Pass	-	Bharmaur – Lahaul – Spiti
63.	Bhim Ghasutri Jot	-	Kangra – Chamba

Source : Survey of India Maps.

## LIST OF IMPORTANT TOURIST PLACES AND THEIR HEIGHT

Place	Height (m)
Baralacha La	4883
Bharmour	2195
Chail	2250
Chamba	996
Chander Tal	4270
Dalhousie	2039
Dharamshala	1400
Fagu	2500
Gette	4270
Hatkoti	1400
Jakhu	2455
Jalori Pass	3223
Kalpa	2670
Kaza	3800
Keylong	3340
Khajjar	1951
Kibber	4205
Khufri	2600
Kunzum	4558
Manali	2050
Manimahesh	4170
Naldehra	2044
Narkanda	2708
Prassar Lake	2730
Rohtang	3980
Sangla	2590
Sarahan	2165
Shimla	2205
Shoja	2683
Tattapani	680
Udaipur	2743



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