

**Issues and concerns to be addressed by
Ministry of Road Transport and Highways
For enhancement of the National Tourism Economy**



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**Green Revolution
White Revolution..
IT Revolution..**

now it is time for a

Tourism Revolution

Current Status

- **Employment Created – 50 Million jobs**
 - **GDP Contribution – 6%**
- **Foreign exchange earnings 12 billion USD**

2015 Potential

- **Employment created 75 million**
 - **GDP Contribution 8%**
- **Foreign exchange earnings 25 billion USD**

Ownership of the 2015 potential rests with the Ministry of Road Transport and Highways whose partnership with the Tourism industry is sincerely requested to realize this potential, which is of national importance and contributes significantly to inclusive growth

Road Transport & Tourism:

Roads & highways provides the link between tourism generating and destination regions the industry's role as an agent in destination development has been largely overlooked. If the ability of tourists to travel to preferred destinations is inhibited by inefficiencies in the transport system there is some likelihood that they will seek alternative destinations. The relationship between tourism and transport is primarily influenced by two elements: convenient access to tourist destinations and the quality of transport services, which must meet user expectations and must in any case be of high level. There is a clear link between the development of tourism in a destination and transport links between the main tourism generating areas.

Road transport has been and remains most popular and easily accessed transportation means in our country, which has vast territory and vast population density with a economy dominated by small businesses and has relatively big market, in terms of scope and coverage of both businesses and population. Infrastructure facilities like hotels, motels, approach roads, toilets, street lights, drinking water, etc., of high standard. Cyber cafes, food courts, multi-purpose cultural centers, shopping mall etc must be facilitated for tourism development.

The Roads and the Highway networks plays an important role in Tourism and also the Indian Economy. Tourism in India can spread its wings with efficient road transit systems.

Macro Issues:

- To integrate intermodal transport systems to provide door-to-door services for the movement of domestic and international traffic, thereby responding to market demand for convenient and competitive service while optimizing the economic, financial, environmental and social benefits that can be derived from each mode in the entire transport chain;
- To increase the public sector resources allocated to inland transport to reflect the relative priority of such transport and to encourage partnerships between the public and private sectors, to improve the development, management and operation of inland transport;
- Infrastructure challenge has to be met with an acceptable PPP model approved by the Cabinet and the State Governments. And that should become the master model for land, for wayside facilities, etc.
- Legal bottlenecks such as obtaining permissions and clearances hamper PPP Models. Land Acquisition Act must be revisited.
- There should be an immediate ban on construction of any commercial or residential accommodation along national highways for at least a kilometer. We must learn from other countries where such establishments are made on roads leading away from highways. In our country, highways have become like high streets and are dangerous to drive. All bye-passes have become city centres.
- Bus banks and road side banks need to be developed for parking of public transport like scooters, rickshaws, etc.
- Last mile connectivity to most frequented tourist destinations need immediate attention. The suggestion made by the Hon'ble Minister for Road Transport & Highways in 2009 to utilize projects funded by his Ministry had been well appreciated. A report on last mile connectivity to destinations has been handed over to Ministry of Road Transport & Highways and Ministry of Tourism for consideration and action. **(Annexure)**

Micro Issues:

- Different taxes under different nomenclature are levied by various agencies. In most cases the amount of hire charges is less than the amount of taxes payable on the tour itinerary
- Inadequate amenities on highway other than golden triangle
- Poor Tourist Infrastructure and on-ground support.
- States across India have varying tax structures. The State taxes that impact the travel & tourism sector such as luxury tax, transport tax must be lowered and made uniform.
- **Taxation on every service e.g., toll, State permits is cumbersome and complicated and expensive to collect. Request for a one time fee to be incorporated while buying tourist vehicles, the fee collected may be distributed to States etc on a decided mode.**
- India's roads are congested and of poor quality. Lane capacity is low - most national highways are two lanes or less. A quarter of all India's highways are congested. Many roads are of poor quality and road maintenance remains under-funded - only around one-third of maintenance needs are met. This leads to the deterioration of roads and high transport costs for users.
- Buildings must provide internal parking facilities rather than using roads for this purpose. Civic laws and construction norms must be rigidly enforced. Example: schools, commercial centres, institutional areas, and there are many more in Delhi.
- Rural areas have poor access. Roads are significant for the development of the rural areas - home to almost 70 percent of India's population. Although the rural road network is extensive, some 33 percent of India's villages do not have access to all-weather roads and remain cut off during the monsoon season. The problem is more acute in India's northern and northeastern states, which are poorly linked to the country's major economic centers.
- Urban centers are severely congested. In Mumbai, Delhi and other metropolitan centers, roads are often severely congested during the rush hours. The dramatic growth in vehicle ownership during the past decade - has reduced rush hour speeds especially in the central areas of major cities.

Quick Wins:

- Enhancing last mile connectivity to preferred destinations and improvement of wayside facilities. **(Annexure)**
- Adopt the latest technology and introduce mass rapid transit to reduce congestion and accidents on roads.
- **Single road tax for foreign tourist vehicles for all India. Or Commercial Tax on Purchase of Vehicle.**
- No stops to get the receipt verified to enable seamless travel - Use technology
- Highway stops with café's and restrooms
- Police and ambulances available on high density routes
- Facilitate opening of driving schools aimed at the tourist sector on the lines of Castrol sponsored training school
- Inter-State road taxes should be abolished – we are one country
- Waiting time at border-crossing tax points should be minimized/abolished
- Cities must clear pavements for pedestrians and cyclists, and encroachments must be dealt with severely.
- We are severely lacking in proper roads signages in the city. Example: overhead, pavement, and on roads.
- System of using electronic technology cards like smart card prepaid to be considered to collect road taxes as done by DND Expressway
- Encourage States not to levy tax on foreign tourist buses by linking it to the support MOT gives

Conclusion:

Roads are the dominant mode of transportation in India today. They carry almost 90 percent of the country's passenger traffic and 65 percent of its freight. The success of any Tourism depends upon the benefits it gives to the various users. Roads and Highways are a key facilitator of Tourism and is of paramount importance for implementation and constant improvement in Tourism Policy. There is an urgent need for structured institutional changes from the Ministry of Road Transport and Highways in order for work cohesively together with Tourism and realize the potential of Tourism jointly.

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WTTC, India Initiative has prepared this document after seeking inputs from all the following Associations:

ADTOI, ATOAI, ASSOCHAM, Bombay Chamber of Commerce and Industry, CAPA India, CII, FICCI Tourism Committee, FAST, Federation of Indian Airlines (FIA), FHRAI, Eco Tourism Society of India, Experience India Society, HAI, IATO, Indian Heritage Hotels Association, ICPB, ITTA, PATA India, PHDCCI Tourism committee, TAFI, TAAI and the Members of WTTC, India Initiative.

WTTC, India Initiative is grateful to these Associations and acknowledges the cooperation and support extended by them for the enhancement of the Tourism Economy in India.

Annexure:

LAST MILE CONNECTIVITY TO TOURIST DESTINATIONS THAT NEED IMMEDIATE ATTENTION

Rajasthan:

1. **Agra to Jaipur** entry point (Ghat Ki Gunni to Transport Nagar): Present state of this road is very bad, it is very narrow and there is a constant traffic jam.
2. **Jaipur -Jorawar Singh gate to Amer Fort:** This road is used by every single as it leads to "Amer Fort". The present condition of this road is very bad and is one of the most congested roads of the city
3. **Tonk to Ranthambore, Sawai Madhopur:** Road needs attention as it is in a very bad shape. It leads to one of the most reputed wild life sanctuary "Ranthambore Tiger reserve". It is single lane and full of potholes.
4. **Dausa-Ranthambore** road is in bad condition.
5. **Shahpura to Alwar:** The road leads to Sariska Wild life sanctuary on Jaipur-Delhi highway and is in a very poor condition.
6. **Shekhawati Region:** Road condition need to be addressed from Mandawa to Nawalgarh, Alsisar or vice-versa as it is single lane and in bad condition.
7. **Rewari to Narnaul** on route to Mandawa 50 to 60 Kms stretch is in very bad shape.
8. **Narnaul to Singhana** on route to Mandawa 30 Kms stretch again this stretch of metal road does not exist.
9. **Jodhpur to Udaipur-** 280 KM stretch in three sectors:
 - a. First sector from **Jodhpur to Pali** the Road condition is very bad,
 - b. Second sector from **Pali to Sanderao** traffic pressure is very high on this Road
 - c. Third Sector from **Sanderao to Udaipur** the Road condition is very bad, only last few kilometers before Udaipur is connected with four lanes. This entire route should be 04 lane as it is an important tourist link.
10. **Jodhpur to Pushkar via Merta City-185 KM,** Single Road and the condition is very bad. Presently Guest are traveling Jodhpur to Pushkar via Ajmer, extra running is 35 Km and 01 Hour extra time is taken.

Uttar Pradesh

1. **Varanasi to Khajuraho** or v.v.
2. **Varanasi to Sonauli** (Nepal border)
3. **Varanasi** - Within the city limits

Agra – A direct Bye Pass link should be considered as presently to enter the city from the National Highway, as tourist have to go through old Agra town.

South India Road Connectivity:

1. **Trivandrum – Kanyakumari (NH):** 88 km stretch road takes almost 2 - 3 hours due to heavy traffic. Road condition is good but is very narrow and needs to be made 4 lanes.
2. **Goa to Hampi in Karnataka:** The road from the Goa border to Anmod Ghat is in a bad condition. Drive from Chittur to Bidi village the road is also full of potholes.
3. **Mysore to Kabini** road stretch of about 50 kms needs repair.
4. **Mysore – Bandipur** road stretch of about 20 kms needs asphaltting.

Orissa

1. **Bhubaneswar to Konarak** – Roads are narrow and need to be broadened
2. **Konarak to Puri** needs to be widened
3. To promote cruise tourism, coastal road could be developed between Paradip Port to connect Konarak Sun Temple- World Heritage Site- 65 kms.

West Bengal:

1. **Bagdogra airport/ Darjeeling** – Road conditions need improvement
2. **Phuentsholing** (Bhutan border) **Jaigaon** (Indian side of the border)/ **Darjeeling**