Chapter V

Tourism Plant Facilities and Support Infrastructure
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The Tourist Plant Facilities are referred to the amenities created to provide to the various derived demands of tourists/travelers, which need to be fulfilled in the process of effectively satisfying the basic tourist demand, i.e., to see and enjoy the desired destination and/or participate in various tourism related activities. Thus, the provision of appropriate inter and intra-destination transportation, accommodation, food and drinks, recreation and entertainment, shopping options, destination interpretation and travel agency and tour operations related services etc., naturally come under the purview of tourist plant facilities. The ultimate success of a destination essentially depends on a balanced mix of attraction, tourist plant facilities and state of socio-cultural and ecologival environment duly complemented by strategic marketing efforts. The demand of tourist plant facilities in terms of quality, quantity, availability and cost etc, however, may considerably vary depending on the basic appeal, perceived image of the destination(s) and consequential tourist use-patterns, i.e., leisure, pleasure, culture, religious, nature, business, adventure and so on. Thus, it is essential to first assess the requirement appropriately and then plan and create plant facilities in harmony with the expectations of the target market and inherited cultural and natural characteristics of the destination, so that an exceptionally befitting ambience could be created that ensures higher levels of tourist satisfaction. At the same time one should keep in consideration the advice of Eric Laws (1995) wherein he cautions the planners and practitioners about the usually uncontrolled tendency of the secondary elements of a destination (which include major tourist plant facilities) to be nearest possible to the primary elements (inherited resources and/or products) which inevitably influences the tourism magnetism of a destination negatively, hence causing an fatal decline in the appeal of the place. To cite some examples of this tendency, Shimla and Manali can be taken up as cases from Himachal where excessive and unmindful development has adversely affected not only the flora &
fauna – both quantitatively and qualitatively, but also has deprived the locals from many essential basic resources that used to be available in abundance.

**Transportation Pattern of Rajasthan**

The means and modes of transportation are the channels by which people and goods move between fixed points over the surface of the earth. This implies that transport phenomena of all kinds from the warp and weft in modern society. Our present day society is fundamentally based on the means of transport, which have played a significant role in annihilating distance and making the world smaller than before. In fact, ‘transportation is a measure of relations between areas’ and is, therefore, an essential aspect of geography.

The system of transport and means of communication serve as an index to the economic development and prosperity of any area or state or region. An easy economic and sure accessibility provided by the transport system is one of the important factors in the development of an area. Rajasthan compared with some of the developed states, has poorly developed means of communication. The economy is characterized as of self-sufficiency, and this is one of the contributory factors in the poor development of the means of communication.

The development of transportation pattern in Rajasthan is a product of geo-economic and historical factors. The system is conditioned by physical geography and shaped by demographic economic and historical factors, the road system serving better the more fertile, populous, economically more advanced region south east of the Aravallis than the more sparsely populated, dry, less watered desert like region north-west of these hills. Priors to the formation of Rajasthan state, the whole state was divided into princely states of varying size, these states were having very limited resources and technical know-how. Apart from this most of the states were not having cordial relations with each other; therefore, there was limited development of transportation. Although, Britishers have developed several highways and also railway network in the state in order to co-ordinate administrative setup. After independence and especially after the formation of Rajasthan
in 1950, there has been a rapid growth of economic development including transportation. At present, Rajasthan state is well served by road network as well as by railways. But because of diversified and adverse geographical conditions, there are several hilly and arid regions, which are not having proper systems of transport. The road and railway transport systems of Rajasthan have to bear the burdens of traffic imposed by the needs and economic requirements of the population. As found in every state, Rajasthan state too has road and railway as primary means of transportation while a few towns have limited air transport facility.

The existing transport systems of roads and railways have several tasks to perform. The movement of surplus agricultural products like food grains, cotton, oilseeds etc. has to be performed by this system. All these products are moved from rural to urban centers as well as to other neighboring states of India. Some amount of charcoal, small timber and firewood is also distributed and moved within the state. Nearly 2.5 lakh bales of cotton have to be moved to ginning and pressing factories locally. Oilseeds need movement to the pressing factories and oil mills.

In addition to the large-scale transportation provided by roads and railways network, road transport vehicle like bullock and camel carts and Lorries are pressed into service in local transit and the railways in longer hauls in the movement of sugarcane to sugar factories and gur manufacturers. These tasks are relatively heavier in Bharatpur, Udaipur, Chittorgarh and Ganganagar districts. More productive areas with surplus grain oilseeds sugar cane etc. require these facilities more than western arid plains in the state.

Besides agricultural products, mineral producing areas and various growing industries in the state also need and mostly depend on railways and roads for the transportation of raw material and finished goods. The salt industry is among the important claimants for road and rail facilities. The burden of traffic origination is borne by Pachpadra, Didwana and Sambhar railway stations. Due to industrial development and the production of a large variety of minerals there is a growing pressure on the existing transport system. Among the minerals, gypsum, limestone, glass, sand, soap and sand stone, manganese ore,
marble, masonry stone etc. are to be moved. The traffic pressures are generated at such centres at Sojat, Gotan, Jamsar, Nagaur, Ramganjmandi, Chittorgarh, Nimbahera, Makrana, Jaipur, Kota, Karauli, Bharatpur, Dholpur, Zawar and Jhunjhunu etc. the cement industry also puts pressure on the transport system. Other calls on transport media come from the movements of imports of iron and steel machinery and in the distribution of fertilizers, textiles, sugar etc. Good amount of coal and coke have to be imported by rail to meet the demand of the state and it has to be further transported inside the state from rail heads and sidings mainly to thermal stations, cement and textile factories, limestone works and bricks burning establishments and many other industrial centers. In order to understand the present transportation pattern of the State, detailed analysis of each means of transport is necessary.

Roads

Rajasthan has a network of painted metal graveled, fair weather and dressed up tracks, all together about 86413 km. long. All these roads provide the indigenous means of communications. In comparison to railways, roads are more economical and take less time in construction. But they have certain drawbacks also. The unmetalled roads are not very effective and serviceable as the railways. During rainy season especially in the east and south east of Aravallis such roads become unserviceable while in the western sandy plains, the summer and storms cover large part of such roads. In both cases the effectiveness of the roads as a means of communication is hampered.

In Rajasthan, roads are the primary means of transportation because it provides basic facilities of movement not only to power driven vehicles but also to traditional modes of transport like bullock and camel carts. Thus, roads are the primary link between rural and urban population and also fulfill the needs of industries mining as well as of those who engaged in agriculture occupation.

The development of metal roads in state was started during last quarter of the 19th century with a direction from British administration. In 1865-75 a highway from Agra to Disa has been constructed which passed, through Rajasthan via Bharatpur, Jaipur, Kishangarh,
Pali, Jodhpur, Sirohi etc. Its total length in Rajasthan was 556 km. In Jaipur, Ajmer, Bharatpur, Kota and Udaipur States several roads have been constructed. The length of road both metal and non-metal in year 1905-06 is given in the following table:

<table>
<thead>
<tr>
<th>States</th>
<th>Length of Roads in 1905-06 in miles</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Metal</td>
</tr>
<tr>
<td>1. Jaipur</td>
<td>283</td>
</tr>
<tr>
<td>2. Bharatpur</td>
<td>165</td>
</tr>
<tr>
<td>3. Kota</td>
<td>143</td>
</tr>
<tr>
<td>4. Udaipur</td>
<td>142</td>
</tr>
<tr>
<td>5. Alwar</td>
<td>68</td>
</tr>
<tr>
<td>6. Jodhpur</td>
<td>48</td>
</tr>
<tr>
<td>7. Bikaner</td>
<td>59</td>
</tr>
<tr>
<td>8. Others</td>
<td>32</td>
</tr>
<tr>
<td>9. Under British Govt.</td>
<td>250</td>
</tr>
<tr>
<td>Total</td>
<td>1190</td>
</tr>
</tbody>
</table>

*Source: RSTDC Annual Report*

Map-5.1

Map of Study Area

It becomes clear from the above table that the total length of roads during the beginning of present century was about 5980 kms. Out of which only 1704 kms was metal and rest is non-metal. There was a steady growth of road development with the result that several new roads have been connected. The position of roads at the time of the formation of Rajasthan state is given in the following table.
Table-5.2

Road Length of Rajasthan (in kms)

<table>
<thead>
<tr>
<th>Year</th>
<th>National Highway</th>
<th>Painted (B.T.)</th>
<th>Metalled (W.B.M.)</th>
<th>Gravelled</th>
<th>Fair Weather</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1975-76</td>
<td>2089</td>
<td>18883</td>
<td>4933</td>
<td>8244</td>
<td>3693</td>
<td>37808</td>
</tr>
<tr>
<td>1976-77</td>
<td>2110</td>
<td>20804</td>
<td>4818</td>
<td>8070</td>
<td>3081</td>
<td>38883</td>
</tr>
<tr>
<td>1977-78</td>
<td>2110</td>
<td>21613</td>
<td>4578</td>
<td>7984</td>
<td>2909</td>
<td>39194</td>
</tr>
<tr>
<td>1978-79</td>
<td>2110</td>
<td>22606</td>
<td>4400</td>
<td>7889</td>
<td>2742</td>
<td>39747</td>
</tr>
<tr>
<td>1979-80</td>
<td>2110</td>
<td>24143</td>
<td>2825</td>
<td>7792</td>
<td>2513</td>
<td>40399</td>
</tr>
<tr>
<td>1980-81</td>
<td>2533</td>
<td>25167</td>
<td>3657</td>
<td>7539</td>
<td>2298</td>
<td>41194</td>
</tr>
<tr>
<td>1983-84</td>
<td>2521</td>
<td>29851</td>
<td>4236</td>
<td>10078</td>
<td>1010</td>
<td>47706</td>
</tr>
<tr>
<td>1993-94</td>
<td>2846</td>
<td>31224</td>
<td>10789</td>
<td>15067</td>
<td>2239</td>
<td>62165</td>
</tr>
<tr>
<td>1998-99</td>
<td>2964</td>
<td>69911</td>
<td>5165</td>
<td>9859</td>
<td>73</td>
<td>85008</td>
</tr>
</tbody>
</table>

*Source: RSTDC Annual Report*

Also all villages with a population of more than 5000 persons are approachable by road. Access has been provided to newly developed areas of Bhakra, Indira Gandhi Canal and Chambal, Rural Roads connect industrial, mining pastoral and agricultural areas.

Roads are poorly developed in western arid plains. Only a few main roads connect Bikaner and Jodhpur to other important cities and town of Rajathan. Other roads have mostly graveled surfaces and through intercity, connection is difficult. The density of roads is quite low. The degree of accessibility is naturally very poor. Vast inaccessible tracts lie in the use of even the available roads.

Jaipur, Ajmer and Udaipur are the principal modes of transport, particularly of roads; other important centers of road transport are Alwar, Sikar, Beawar, Bhilwara and Chittorgarh. These are regional centers linking other local towns and market centers of the region with railways but more frequently with roads. Among all the roads the National Highway No.8 traverse the entire region from North to South making it of prime importance to the movement of goods and passengers and is the region’s traffic backbone. Its length from Delhi is 1435 km of which about 45% lies in the region. Next in importance are the Ajmer-Kota (192 km.), Ajmer-Bhilwara (133 km.), Bhilwara-Udaipur (208 km.), Bhilwara-Chittor (56 km.) and Udaipur-Chittor (115 km.) roads. These are all weather and tarred roads and connect all the important regional towns. The network of the road system in the northern and central parts is denser than the southern half of the region.
The National Highway No. 11 emanating from Agra extends its connection towards western Rajasthan through Bharatpur district to Jaipur and Bikaner. Its total length is 521 km.

The National Highway No. 12 originating from Jaipur extends to Bhopal through Tonk, Bundi, Kota, Jhalawar, Iklera. It's total length is 412 km. in Rajasthan.

The National Highway No. 15 emanating from Pathankot and goes upto Kandla via Sriganganagar, Bikaner, Jaisalmer, Barmer. Its total length in Rajasthan is 875 kms.

The National Highway No. 14 passes Rajasthan through Beawar, Pali, Sirohi and Aburoad and reach up to Kandla. Its total length in Rajasthan is 299 km. only.

The National Highway No.11A goes up to Ghatwari via Dausa and Manoharpur. Its total length is 20 kms only in Rajasthan.

Ambala-Hissar-Fatehpur route has been declared as NH. No.65 in Feb. 1998. The Govt. of India has agreed to extend it upto Fathpur-Nagaur-Jodhpur-Pali and to declare the Sirohi-Pindwara-Udaipur-Chittorgarh-Kota-Baran-Shijvpuri and Ajmer-Bhilwara-Chittorgarh -Neemach-Indore roads as National Highway.

At the end of March, 2000 the progress of rural roads in the state has been depicted in the following table:

<table>
<thead>
<tr>
<th>Population</th>
<th>No. of Villages According to 1971 censuses</th>
<th>Villages connected with roads 1999-00</th>
<th>Villages connected with roads (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1500 or more</td>
<td>6131</td>
<td>5773</td>
<td>98.9</td>
</tr>
<tr>
<td>1000-1500</td>
<td>4635</td>
<td>3020</td>
<td>74.5</td>
</tr>
<tr>
<td>Less than 1000</td>
<td>27123</td>
<td>7110</td>
<td>32.3</td>
</tr>
<tr>
<td>Total</td>
<td>37889</td>
<td>15903</td>
<td>41.9</td>
</tr>
</tbody>
</table>

As per Nagpur classification the length of various types of roads in 1980-81 & 2000-01 has been tabulated below:
Table-5.4
Classification of Roads in Rajasthan

<table>
<thead>
<tr>
<th>Classification</th>
<th>Road Length in kms.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1980-81</td>
</tr>
<tr>
<td>1. National Highways</td>
<td>2,533</td>
</tr>
<tr>
<td>2. State Highways</td>
<td>7,274</td>
</tr>
<tr>
<td>3. Major District Roads</td>
<td>3,754</td>
</tr>
<tr>
<td>4. Other District Roads and Village Roads</td>
<td>25,394</td>
</tr>
<tr>
<td>5. Border Roads</td>
<td>2,239</td>
</tr>
<tr>
<td>Total</td>
<td>41,194</td>
</tr>
</tbody>
</table>

Rajasthan State Road Transport Corporation (RSRTC)

Before the formation of Rajasthan, road transport services were in private hands. First of all, in year 1952, the state road service was started in Tonk district. Rajasthan State Roadways was established in 1959. Thereafter, Rajasthan State Road Transport Corporation came into existence on 1st October, 1964 with its headquarters at Jaipur. The jurisdiction of this Corporation was divided into eight divisions, under which about 39 depots are working. The objectives of RSRTC are as under:

(a) By developing road transport in State to extend better services and comforts to people and to run the transport in profit.

(b) To achieve co-ordination with other means of transportation.

(c) To extend the road transport facilities in a region and make efforts for their improvement and,

(d) To achieve efficiency in services through internal and external economies.

Rajasthan State Road Transport Corporation earned profits continuously for 7 years during 1991-92 to 1997-98. But its profits declined to a level of Rs. 4 crore in 1997-98 after reaching a peak of Rs.24.12 crore in 1994-95. In 1998-99, it incurred a record loss of Rs. 50 crore. Thus, it turned into a loss-making public enterprise, which is an unfavourable development. Keeping in view point of losses, improvements should be brought in administrative efficiency so that there may be cumulative profit in years to come.
Railways

Railways provide a complimentary means of transportation. For long distance journey within the State as well as for inter-State movement of bulk goods and passengers, railways are most suitable. It also helps very much in the development of mining and industries in the state and in general provides a base for regional economic development.

The oldest important railway line of the State was Rajasthan Malwa railway from Khandawa to Ajmer via Ratlam, Neemach, NimBahera, Bhilwara, and Nasirabad. This was opened for traffic in year 1880-81. Delhi Ahmedabad rail line via Alwar, Jaipur, Phulera, Ajmer, Beawar, Marwar Jn. was opened for traffic in 1879. Prior to it, in 1874-76, Bandikui-Bharatpur-Agra Fort line was also completed. Gwalior-Dholpur-Agra railway of G.I.P.Rly came into existence in 1878. Similarly for the exploitation of salt from Sambhar Lake, a rail line from Phulera to Sambhar Lake was opened on 1st March, 1875 which was extended upto Kutchaman in 1879.

Map-5.2

Rajasthan with an area of 3, 42,239 sq. km is served by 5926 km of railways. As the population in the State is sparse, the average railway kilometers in respect of population is better than the average in India. In Rajasthan, a population of 1 lakh is
severed by 13.28 km. of railways while average for India is only 7.39 kilometers. These averages whether in Rajasthan or in India, do not give a clear account of the nature of the railways unless compared with other developed and industrialized countries. It is realized that along with India, a network of railways also poorly serves this State.

The railways are not uniformly distributed in Rajasthan. The railway map shows that the district of Banswara has no railway. This district covers about 1.47 per cent of the total area of Rajasthan. The districts of Jaisalmer, Dungarpur, Tonk, Jhalawar and Jalore with 19.35 per cent of the total area have very little railways kilometrage. The main reason is that Jaisalmer lying in the most arid and sandy part of Rajasthan has very little population. The districts of Banswara and Dungarpur and located in the Aravalli region. Due to hilly terrain, there is no railway in Banswara district whereas in Dungarpur district, one rail line passes through it. The general characteristic of railway map indicates that west of Aravallis, the rail routes are straight over long distances. The absence of hills enables the railways lines to run for kilometres without changing the course. While in the Aravalli region, the rail routes follow winding courses. At several places depending upon the nature of the terrain, the rail route has to make long detours in order to avoid physical obstruction.

Rajasthan Plain is served by single-track railway. The main line connecting Delhi-Ahmedabad runs along the eastern margin while the Ganganagar-Bikaner-Jodhur-Kandla line traverses through the middle of the region. There are several inter-connecting rail links in the northeastern part but in the southwestern part Jodhpur-Pokaran-Jaisalmer and Jodhpur-Barmer-Munabao are the only two routes linking the vast desert in the west to the eastern parts. The traffic density on railway lines is generally low excepting on the main lines. Freight traffic is not significant on the roads although it is increasing.

The region lying in the east of Aravalli range in the State has a good network of railways. Here, the recent urban and industrial development as well as increased tourist traffic has been given much impetus to the development of means of transport and communication in the region. The most important railway is the Delhi-Ahmedabad main line connecting Alwar, Bandikui, Dausa, Jaipur, Klishangarh, Ajmer, Beawar and Abu Road. It is the
main railway line carrying the heaviest traffic of passengers as well as goods in the region. Next to it is the Ajmer-Khjandwa or the Malwa section serving the central part of the region and linking Ajmer with Nasirabad, Bhilwara and Chittorgarh. The other less important railway routes are of sectional importance. Recently completed Udaipur-Himmatnagar section of western railway connects the area with Ahmedabad.

The Bayana-Kota railway runs along the northern flanks of the Karauli trable-land, enters the Kota plain through the gap made by the Banas river and makes a detour to Kota along the left bank of the Chambal, Sawai Madhopurand Sherpur Kalan though hardly 50 km. apart, have no inter connection because of the Chambal ravines. Many of the termini of the branch lines are the result of terrain obstacles.

During the last two decades the traffic has increased considerably inside the State and this has created bottlenecks at several centres like Sawai Madhopur, Phulera, Hanumangarh, Ratangarh, Sadulpur, Ganganagar and Marwar. The main causes of such congestion are limited line capacity, wagon detentions at marshaling yards and trans-shipment points and inadequate handling facilities at terminal stations.

**Luxury Trains**

Rajasthan is well connected with the Railway network with in the state and also with important cities of India by regular train services of Indian Railways. The class of accommodation in trains ranges from ordinary sleeper class to comfortable AC class. Major railway junction in Rajasthan are Jaipur, Jodhpur, Ajmer, Sawai Madhopur and Kota. Most of the regions of the state are both served by meter gauge as well as broad gauge railway line.

Rajasthan is also famous for luxury tourist trains like the Palace on Wheels, which covers some of the important tourist destinations of Rajasthan with Delhi and Agra. Besides, the air conditioned superfast trains like Shatabdi Express operates between Delhi and Jaipur.
**Palace on Wheels** - A journey on the luxury train 'Palace on Wheels' is one of the best way to explore the cultural heart of India - Rajasthan. This popular luxury trains of India takes you to some of the most captivating tourist destinations of Rajasthan including the national capital Delhi & Agra. It offers all kinds of modern facilities for making your journey a memorable one. Its coaches are fully air-conditioned and have dining halls, well-stocked bars and a wide range of other facilities. With personalised service this will takes you to experience the cultural, architectural traditional and natural richness of India.

**Fairy Queen** - Built in 1885, this is one of the oldest working steam engines in the world, running in the state of Rajasthan. It has found a place in the Guiness Book of World Records (13th January, 1998) and also received the prestigious National Tourism Award on 25th January 1999. The train runs from Delhi to Alwar between the months of October and February within its specified dates. The train tour offers a chance to visit the Siliserh Palace, Alwar Museum. During the journey, one can also enjoy a jungle safari in the Sariska Wildlife Sanctuary.

**Heritage on Wheels** - This luxury train runs on the joint effort of the Rajasthani Tourist Development Corporation and the Indian Railways. It has 14 fully air-conditioned coaches with a capacity of 104 seats. Each saloon has four bedrooms with two bathrooms on sharing basis. It has one bar and two restaurants named Maharaja and Maharani offering a variety of cuisines including the traditional Rajasthani. It covers a number of beautiful destinations of Rajasthan including the unspoilt regions of Bikaner and Shekhawati.

**Air Transport**

The Rajasthan State is having very limited facilities of air transport; Jodhpur, Jaipur and Udaipur are connected with regular air service from Delhi and Mumbai. Recently, Kota
has also been connected with Jaipur by air services. In a State like Rajasthan having long
distances, the prospects for the development of regular air service are bright. This is more
so because Rajasthan State is having several places of tourist interest. In order to attract
tourist both from the abroad and home, air service must be developed at places like
Jaisalmer, Bikaner, Ganganagar, Ajmer, Chittorgarh etc.

Rajasthan used to be an extremely backward State from the viewpoint of air transport.
Air transport facilities were not developed in any of the indigenous States before
Rajasthan came into existence. For the first time in the year, 1929, the Maharaja of
Jodhpur Shri Ummed Singh in this direction by way of establishing a Flying Club made
an attempt.

Three foreign air companies viz. B.O.A.C., K.L.M. (Dutch) and Air France were running
air services via Jodhpur in the year, 1939 before the second world war, consequent upon
which the Jodhpur Air port was very well built. The three foreign air services ceased to
operate during wartime leaving the Indian National Airways Limited to continue its
flights on Delhi-Jodhpur-Karachi route for military purposes only.

The Indian National Airway Limited and Ambika Airlines began operation of air services
via Bikaner and Jodhpur in the year, 1946 and 1947 respectively.

Two air services were operating in the State in July, 1950 one year after the establishment
of Rajasthan-

(i) Air India which was operating on Bombay – Ahmedabad- Jaipur- Delhi route
and
(ii) Indian Airways Company which was operating its air services on Delhi-
Jodhpur-Karachi route covering Jaipur and Jodhpur respectively under their
Air services.

Air transport in India was nationalized on 1st August, 1953. Presently Jaipur, Udaipur and
Jodhpur of Rajasthan are linked to Delhi, Ahmedabad and Mumbai through air services.
All the above noted places are related to Indian Airline Corporation.
Presently, there are the following Air Ports in Rajasthan:

Table-5.5
Airports of Rajasthan

<table>
<thead>
<tr>
<th>S No</th>
<th>City</th>
<th>Name of Airport</th>
<th>Type</th>
<th>Airlines</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Jaipur</td>
<td>Sanganer Airport</td>
<td>International / Domestic</td>
<td><strong>International Flight</strong>&lt;br&gt;Indian Airlines, Air Arabia, Singapore Airlines, Gulf Airways, Thai Airlines, Kuwait Airways &amp; Air India. <strong>Domestic Flight</strong>&lt;br&gt;Kingfisher, Jet Airways, Air India, Indigo Airlines Jetlite, Air Deccan, Spice jet &amp; Indian Airlines.</td>
<td>10 Kms. from City</td>
</tr>
<tr>
<td>2</td>
<td>Udaipur</td>
<td>Maharana Pratap Airport</td>
<td>Domestic</td>
<td>Alliance Air, Indian Airlines, Air Deccan, Jetlite &amp; Jet Airways.</td>
<td>22 Kms South of Udaipur</td>
</tr>
<tr>
<td>3</td>
<td>Jodhpur</td>
<td>Jodhpur Airport</td>
<td>Domestic</td>
<td>Alliance Air &amp; Jet Airways</td>
<td>5 Kms. from Jodhpur City Center</td>
</tr>
<tr>
<td>4</td>
<td>Jaisalmer</td>
<td>Jaisalmer Airport</td>
<td>Domestic</td>
<td>Alliance Air &amp; Jet Airways</td>
<td>9 Kms. from Jaisalmer City Center</td>
</tr>
<tr>
<td>5</td>
<td>Kota</td>
<td>Kota Airport</td>
<td>Domestic</td>
<td>Few Private Operators</td>
<td>10 Kms. from City</td>
</tr>
<tr>
<td>6</td>
<td>Bikaner</td>
<td>Nal (Bikaner) Airport</td>
<td>Domestic</td>
<td>Few Private Operators</td>
<td>9 Kms. from City</td>
</tr>
</tbody>
</table>

Under the regular services of the second Air transport company in the country named ‘Vayudoot’, Jodhpur, Jaisalmer and Bikaner have now been connected with the other air routes of the country. Indian Air Lines and City Link Airways have connected their respective air services between Udaipur, Ahmedabad on the 1.4.93 and Jaipur-Delhi on 18.10.92 respectively. Thus, the State has secured a proper place in the air map of the country. Provisions are there to link Ajmer too with ‘Vayudoot’ services shortly.

There are the following three major air routes in the State:
(i) Delhi-Agra-Jaipur
(ii) Delhi-Jaipur-Jodhpur-Udaipur-Ahmedabad-Mumbai
(iii) Delhi-Jaipur-Udaipur-Aurangabad-Mumbai

The pace of economic progress of the State will accelerate further if Jaipur is raised to the level of an international airport and some other key cities like Ganganagar. Ajmer and Kota are brought in the air map of India.

Keeping in view the present day progress of transport resources in Rajasthan, it may be concluded that even now there exists adequate probabilities of future development in this direction for the growing use and development of industrial, agricultural and mineral resources in the different regions of Rajasthan. The recent boom of private operators like –Kingfisher, Indigo, Air Deccan, Jetlite etc have changed the complete scenario and even the southern based cities are now well connected from Jaipur. There is a continuous demand of more transport resources in the State on the accomplishment of which would depend on the success of the developmental programmes of the State and its march ahead on the path of progress.

Parks & Sanctuaries

When we think of Rajasthan and all that comes to mind are the images of forts, palaces, lakes, colorful festivals and the mighty Thar Desert. But the state of Rajasthan is not only the Thar Desert. The topography of Rajasthan ranges from the barren desert, scrub-thorn arid forests, rocks and ravines to wetlands and lush, green forests. Each of these areas is a haven for a wide spectrum of wildlife, bestowing the state with some of the most fascinating wildlife sanctuaries in India.

Rajasthan is the home of the tigers, black bucks, chinkara, the rare desert fox, the endangered caracal, the great Indian bustard, gavial, monitor lizard, wild boars,
porcupine. Migratory birds like the common crane, ducks, coots, pelicans and the rare Siberian cranes, imperial sand grouse, falcons, buzzards flocks to this state during the winter months. Typical areas representing each of the ecosystems have been earmarked as special areas wildlife. Rajasthan boasts of two National Parks, over a dozen Sanctuaries and two Closed Areas. Most of these areas are open to visitors round the year but are closed briefly during the monsoon.

Rajasthan boasts of three national parks and over a dozen sanctuaries. Most of these areas are open to visitors round the year but are closed briefly during the monsoon. The wildlife sanctuaries in Rajasthan offer some of the best wildlife tours in India and can be explored either by jeep or on elephant back. For those looking for adventure, these wildlife sanctuaries of Rajasthan provide the kind of excitement that really attracts the tourists. Some of the prominent places are as follows-

1. Ranthambhor National Park
2. Keoladeo Ghana National Park
3. Sariska Tiger Reserve
4. Bhensrod Garh Sanctuary
5. Desert National Sanctuary
6. Jaisamand Sanctuary
7. Kumbhalgarh Sanctuary
8. Mount Abu Sanctuary
9. Darrah Wildlife Sanctuary
10. Gajner Wildlife Sanctuary
11. Akal wood fossils park
Hotels Establishments

The State of Rajasthan enfolds in its lap a diverse kaleidoscope of nature ranging from shimmering sands to rugged ranges to lovely landscapes. It is this mystique of nature that enchanted the royal dynasties of the bygone era who added a resplendent touch to the state by building some of the most opulent palaces, formidable forts, ornamental gardens, exquisite temples and colourful havelis — each and architectural masterpiece. From there emerged some great tales of heroism and romance still echoing in the golden landmarks that dot the entire state.

The royal land of Rajasthan is renowned for its gracious hospitality. Amidst the forts and palaces are the many cocoons of comfort — the hotels in Rajasthan. The state is home to several hotels and resorts. The beauty and individuality of the various heritage hotels added to the warm hospitality extended make these hotels the ideal base for those who wish to experience the fascinating dream that is Rajasthan. The luxury of several five star hotels in the state is proverbial. Most of the hotels in Rajasthan offer fabulous setting and a wide array of amenities, activities, conference space and accommodations for both vacationers and business traveler.
Visit the land of the proud Rajput kings and stay at the royal homes of these mighty rulers that have been converted into heritage hotels and experience Rajasthan with Holiday. The hotels in Rajasthan recreate medieval splendor in their décor, facilities and style of serving their guests. You feel transported to an era of kings and queens during your stay at the hotels in Rajasthan. Rajasthan has many hotels, these are such types:

1) Heritage Deluxe Hotel
2) Heritage Hotel
3) Five Star Deluxe Hotel
4) Five Star Hotel
5) Four Star Hotel
6) Three Star Hotel
7) Budget Hotel

Jaipur, the capital of the state of Rajasthan, is a growing business centre of North India. The city offers an array of attractions ranging from historical monuments and palaces, parks and gardens, gems and jewellery business to emerging IT/ITES destinations. The city's age-old charm along with growing modernisation makes it an interesting package for a traveller.

Together with the north Indian cities of Delhi and Agra, Jaipur is the third city of the 'Golden Triangle'. It has been one of the key tourist destinations of India and has the unique flavour of traditional hospitality of the regal empire. Excellent connectivity to New Delhi through rail, road and air has cemented Jaipur's position as a leading tourist location of the country.

Map-5.4
Figure 5.2
Selected Hotels of Rajasthan

<table>
<thead>
<tr>
<th>Name of Hotel Unit &amp; Photographs</th>
<th>Chandra Mahal Haveli</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hotel Mansingh Palace, Ajmer</td>
<td>Forest Lodge Bharatpur</td>
</tr>
<tr>
<td>Hotel Ambassador Ajmer</td>
<td>Hotel Udai Vilas Palace</td>
</tr>
<tr>
<td>Hotel Regency Ajmer</td>
<td>Gajner Palace</td>
</tr>
<tr>
<td>Hotel Khadim. Ajmer</td>
<td>Hotel Bhairon Vilas Bikaner</td>
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<tr>
<td>The Bagh Bharatpur</td>
<td>Hotel Maan Bilas Bikaner</td>
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<tr>
<td>Laxmi Vilas Palace</td>
<td>Hotel Bhanwar Niwas Bikaner</td>
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<tr>
<td>Bhanwar Niwas Palace</td>
<td>Hotel Laxmi Niwas Palace, Bikaner</td>
</tr>
<tr>
<td></td>
<td>Hotel Sagar</td>
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</tbody>
</table>
### Heritage Hotels

For years, the forts, castles and havelies of Rajput nobility reflected their gallantry, chivalry and royal lifestyles in the architecture of their feudal homes. However, these palaces and mansions lay abandoned for decades after independence, as the noble families lost their special privileges and traditional tax revenue. Tourism in Rajasthan is largely monument based and the incoming tourist, impressed with forts and palaces wished to personally experience the royal life style of the past. Rajasthan Tourism sensed this need and it started a movement to infuse a new lease of life in these legendary forts and palaces. The State Government provided facilities and concessions to encourage the owners to restore their ancestral -abandoned - homes and run them as heritage hotels.
Today, Rajasthan has 100 heritage hotels, with 2700 additional room capacity of international standard generating an income of 60 million US dollars, substantially in foreign exchange, besides a tax revenue of Rs. 10 million to the Government, by accommodating half a million tourists every year. The coming up of these heritage hotels has generated vast employment opportunities in the local area. While over 4000 are employed directly with these hotels, more than ten times this number is benefited through indirect employment through transport and contract services, craftsmen, guides and artists. Benefits are not just economic. The concept has led to restoration, and conservation of our heritage. Over 800 million Indian rupees have been invested in the past 10 years to revive the legendary historical buildings. The dying art forms like folk music, dance, sculpture, paintings, crafts and cuisine have been revived, enhancing the self-esteem of the artisans and craftsmen besides income. The success story of heritage hotels in Rajasthan has not only brought socio-economic benefits to its owners, the government, and local population but has also led to conservation of historical legacy - be it forts, palaces, art forms and cuisine. Several Indian States are now striving hard to emulate and replicate the concept. Rajasthan Tourism is proud to be a pioneer in this area.
Restaurants
Every district of Rajasthan boasts of several restaurants and Dhabba catering to the diverse needs of the tourist, these outlets offer simple snacks, pizzas, vegetable dishes, and wonderful coffee milk shakes throughout the day. They also stocks marmite and baked beans and others specailities from Australia, Mexico, Korea, and Europe. Restaurants are located inside the fort, on the roadside, in the parks, havelis etc. Majority of outlets accept Credit cards serving Indian, Continental, and Chinese food, and are pleasant place for a leisurely evening out. The restaurant has standard dishes; including paneer do piazza (cottage cheese in an onion gravy), and mutton rajputana (Mewari style spicy mutton).

Keeping in view the present day progress of transport resources in Rajasthan, it may be concluded that even now there exists adequate probabilities of future development in this direction for the growing use and development of industrial, agricultural and mineral resources in the different regions of Rajasthan. There is a continuous demand of more transport resources in the State on the accomplishment of which would depends the success of the developmental programmes of the State and its march ahead on the path of progress.

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