CHAPTER - 3

TRANSPORT AND TOURISM

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Transport and Tourism

The state of Madhya Pradesh is the largest state of the country. The tourist spots are not located in any pocket but are in fact scattered all over the state. For example, if a tourist wishes to see Gwalior and Kanha National Park he will have to travel approximately 600 km. Similarly in the east-west spread if he wishes to see Mandu and Amarkantak, he will have to travel 700 km. Madhya Pradesh is poorly provided with means of transport and communication, mainly because of unfavourable physical environment caused by rugged rains and dense forests, and also because of economic under-development. As the state lies in the heart of the country, many trunk and rail route its length and breadth but they have been left to traverse it. But the existing facilities do not fulfil the transport requirement of this territory. Thus large parts of this far-flung state, have very poor transport facilities and remain inaccessible so far.

The state is served by three different railways, Western, Central and South-Eastern railways. There are four trunk routes passing through the state, viz Allahabad - Bombay, Delhi - Madras, Delhi - Bombay and Bombay - Calcutta lines. With 14% of the total area of the country, the state has only 8% of the country's rail length.

Travel is a mode of special interaction encompassing the movement of the people from one place to another, thus forming a system of organization in which tourist has a distinct place. In this way transport and communication are considered as an integral part making the tourist travel possible. It has been realized that the modern modes of transport play an important role in the total infrastructure for tourism and are contributing factor in attracting tourists, making them comfortable and ensuring that they again return to the spot. Transport, which makes travel possible is therefore, an integral part of tourism. Hence all modes of transport by their performance have to project an image worthy of satisfaction and appreciation. The transport industries which undertake nothing more than the movement of persons and things from one place to another constitute one of the most important segments for the promotion of tourism. Robinson says "transport has been at once a cause and an effect of the growth of tourism. Improved transport facilities have stimulated tourism and the expansion of tourism has stimulated transport." The growth of tourist centres and other scenic spots depends upon among other things the efficient road and rail linkages. Tourist traffic gives the economic stability to the area.
whose economy mainly depends upon the tourists. Adequate transport facilities are, "therefore, one of the essential and initial trigger for economic development of the tourist centres and that is why transport is considered as infrastructure of the tourist industry that could be easily expressed in the frame of reciprocity, thus they are inseparable; It has been rather expressed that "transport is to tourism what veins and arteries are to body system". To emphasize, it is noteworthy that a major component of any tourist activity depends on transport. The rapid growth of tourism in the modern form is not possible without the help of developed means of transportation. As the transport system becomes more efficient the intensity of tourism is likely to increase because of the fact that "the rapid means of the communication and transportation have generated the urge to travel". The special coverage in the least period of time is only possible through the development of transportation system, which is one of the primary considerations in tourism. Moreover, the time and distance factors are further considered with reference to the lower cost and higher comfort. If a destination has good transport facilities, that would certainly attract more tourists and also provide better opportunity to them.

Robinson further says "Perhaps the single most important function of transport relates to accessibility. Accessibility is a term frequently used to measure the degree of access to a particular place in terms of distance, time or cost." Specifically the term also implies the number of opportunities available for a given travel cost, and reflects the quality of the transport network, i.e. the availability and quality of services provided. Accessibility has been a very important factor affecting the rise and growth of many individual resorts and tourist areas. Switzerland located almost at the geographical centre of peninsular Europe, is relatively easily accessible from most parts of the continent and well situated to capture much of the European holiday traffic. Places which are inaccessible or not well served with transport facilities, are unlikely to develop as important centres of tourism. Accessibility is an essential attribute of transport referring to the quality of the services and availability of the media. The level of attractiveness of a particular site is largely determined by the above aspect. Even in addition with an increase of the accessibility and volume, new area of attraction may be strengthened and some times new sites may also be created. The remaining temples of Khajuraho could not be fully destroyed by Moghul invaders because of non-accessibility of the area.

Thus the two important factors, accessibility and amenity, are determined to a great extent, by transport and communication. It is noteworthy that "transport is a necessary but not sufficient
condition of tourism by itself. Thus the transport has to be considered a key factor in the growth of tourism. In India travel and transport have been recorded since earliest times. Streams of pilgrims, Buddhist Monks, Merchants and Travellers from central Asia, China and Tibet travelled across the great plain of India. The better transport facilities increase the volume of tourists attraction and vice-versa. It is rightly noted that comfortable and efficient transport facilities are the sinqua-non of a tourist industry.

Having decided to visit a place, a tourist must be in a position to use appropriate, comfortable, fast, frequent, safe and reliable transport to and fro and within the country. It is the job of the carriers to transport the satisfied customers on his travel and tours. Transportation includes buses, limousines, auto campervans, ropeways, and other passengers moving facilities. Accessibility has been a very important factor affecting the rise and growth of many individual resorts and tourist areas. Tourists attractions of whatever type would be of little importance if their locations are inaccessible by the normal means of transport. If the tourist attractions are located at places where no means of transport can reach or where there are inadequate transport facilities, they will be of little value to the tourists. The tourist attractions which are located near the tourist generating markets and are linked by a network of efficient roads and can be easily reached by air receive the maximum number of tourists. The distance factor also plays an important role in determining a tourist's choice of destination. Longer distances cost much in the way of expenses on travel as compared to short distances. The arrival of about a million tourists for a big country like India may look rather unimpressive. However, if one looks at certain factors like country's distance from the affluent tourist markets of the world such as the United State, Europe, Canada, Japan and Australia, one may conclude that the long distance is rather one of the factors responsible for low arrivals. It costs the visitors from these countries quite a substantial amount to visit India for a holiday. Easy accessibility is thus a key factor for the growth of development of tourists movements.

As tourists think of the movement from the places of their residence or work to the various destination of their choice there arises the question of transport. This indispensable aspects of tourism is quite distinctive from the journey undertaken by the normal resident and working population of the places. In fact tourism refers to comparatively a long term movement with the intention of returning home within a specified period of time.
There are two kinds of transport: (i) the transport used in the inter-destination movement of the people determining the accessibility of destination to be reached, and (ii) the transport used in the intra-destination movement forming a part of the amenities which enables a tourist to move within his desired destination. Physical isolation of a destination becoming a hurdle in the way of a large appealing spot can be easily removed by the proper development of the transport and communication network. The transportation element which is a major component of any tourist activity, not only serves the need of the tourists but also gives stimulus to further development of the territory and the people. Taking into consideration the tourist activity there appears to be threefold classification of transport (i) inter-country or international (ii) intra-country or domestic and (iii) local. For the home tourists, the second serves the need of inter-destination movement, whereas for the foreign tourists it becomes an intra-destination travel services; third remains equally important for both type of tourists. The inter-country system has now been greatly intensified by aeroplanes, more so by superspeed transport planes. In the second category both the air and land transport are utilized, but the air services are limited to the reach of well-to-do tourists/travellers; in fact, most of the home tourists take the advantage of the rail and road transport. In the third group, most of the tourists, especially home tourists like to travel by traditional transport means such as rickshaw, tonga, or country made boats rather than by cars or buses.

There is a positive relationship between the transportation network and the economic growth of a country. It has been rightly remarked that "the more developed the country, the more developed the transport system", and subsequently the more developed the tourist industry. In fact "the expansion of the tourist transport services is closely linked to the elasticity of demand resulting from income and price elasticity. An increase in income results in marked expansion of demand for air and motor transport, whereas rail transport seems to be more adapted to social strata with limited income." Transport in relation to tourism:

Transport plays an important role in the successful creation and development of new attractions as the healthy growth of existing ones. To emphasize, it is noteworthy that tourism is about being elsewhere and a major component of any tourist activity must necessarily be an elements of transportation. Places of tourist interest strongly need associated transport facilities like connecting road, car parks, beaches, national parks, and other tourist sites, with main roads, highways, or city centres. Other
facilities may include railways, ropeways, ski-lifts, yachting and other means for tourists and sportsmen.

The majority of the places of tourist interest are well connected by roads but not by railways. Say for example, major tourist centres like Khajuraho, Kanha, Bandhavgarh, Shivpuri National Park and Pachmarhi are not connected by train. Till recently, there were as many as five districts in the state which were untouched by railways. Despite the post independence construction of numerous rail links in the state there are still two districts Dhar and Panna which remain untouched by railways. The railways with three units in the state, the South Eastern Railways, the Western and the Central Railways leave out some of the important tourist places that are only connected by roads. The tourist places lying in the plain like, Sanchi and Shivpuri are better served by transport links than the forest area places like Kanha National Park and Bandhavgarh National Park. In dealing with the tourist centres in relation to transport it can be seen that Kanha, Khajuraho and Pachmarhi are not connected by railways, while Khajuraho being the International tourist centre has air transport facility. Bandhavgarh and other national parks do not have the facility of either good railways or good road system. Although Kanha being the most popular tourist centre of the state has good road facility to reach up to the destination. Shivpuri National Park gets the same facilities. Shivpuri being situated on the Agra - Bombay National Highway is not very cut off from the main stream and due to this reason the National Park gets considerable number of foreign tourists than Bandhavgarh National Park. Travel by road over such long distances would be an exhausting experience if proper road side amenities do not exist.

Transport in relation to selected places of visit:

Tourists of three places were contacted who had visited these places of tourist interest using different modes of transport. These selected places have been tabulated separately to bring out clearly the various modes of transport that have been used to reach the spot. The major means of transport for the visit of all places of tourist interest is undoubtly rail, which is used by 35.5% of tourists. Reasons of this use are of two fold: firstly it is a chief and secondly it provides a speedy transport along the shortest possible route. The second method of transport is bus. About 29.5% of the tourists use this mode of transport. It is evident that after rail the obvious choice of transport is bus. It has got some advantages. The first among them is the frequency where the route is not long.

The third mode of transport is a combination of rail and bus, which is availed by about 14.5% of the tourists. The places which are not linked by rail are approached using rail and bus both.
e.g. Khajuraho, Bandhavgarh, Pachmarhi, etc. The same distance can also be covered by bus alone at the tourist's choice. The fourth mode of transport according to the degree of use is one's own car which is used by about 10.5% of the tourists. Air transport is used by only about 10% of the tourists mainly comprising of foreign tourists. Obviously, air transport is used for the visit of Khajuraho. Hence, it can be concluded that except Khajuraho all other places are visited by the tourists on different types of transport out of which rail is the major one, followed by motor bus. The third place occupied by the combination of the first and the second. Travelling by own car has not reached a stage in Madhya Pradesh as to compete with other modes of transport.

Analysing the transport pattern related with Khajuraho, Pachmarhi, Kanha and Sanchi, which are mostly visited by the tourists some conclusions become apparent. The main mode of transport was road transport (65.7%) while a combination of train and bus (24.3%) follows 8% tourists travel through some travel agencies and only 1% travel by own car. The main mode of transport used in visiting Pachmarhi is road transport (42.7%) followed by combination of train and bus (37.3%) 12.7% tourists travel by own car and only 7.3% travel by conducted tour or through some travel agency. The main mode of transport used in the visit of Kanha National Park is air transport (28%) upto Nagpur. Foreign tourists come to see Kanha National Park up to Nagpur by air. 7% foreign tourists visited Kanha by own car. 48% foreign tourists visited Kanha through conducted tour and 17% foreign tourists visited this place by train & bus. Kanha can be approached by state highway up to Mandla. There are many roads which lead to Kanha. Foreign tourists, who travel by rail to reach Kanha, travel up to Jabalpur by train then take a bus there to reach. Some tourists, who come by air up to Nagpur, take a conducted tour or taxi and visit Kanha by road via Chairdongari.

Although one can reach Kanha National Park from Raipur or Bilaspur in the eastern part of Madhya Pradesh by road but from this side the inflow of foreign tourists is negligible rather nil. Only domestic tourists who belong to eastern part of Madhya Pradesh visit from this side. As regards Sanchi, 48% foreign tourists visited Sanchi by air transport up to Bhopal. 24% foreign tourists visited the place by train. Sanchi is situated on Delhi - Bombay route. 16% foreign tourists visited Sanchi by road, and 12% foreign tourists visited by some travel agency. As mentioned earlier it can again be stressed that rail is the major mode of transport used by the tourists in visiting all the places. The road transport comes next, while third in the order is rail - cum - bus ' and own car ' follows as fourth. The conclusion is thus inescapable that roads are utilised more than rail in the aggregate. In comparison to
other means of transport, air travel is negligible. Analysis shows that under this study rail is the major mode of transport. But the report of the study group on wayside amenities records that tourism by road is developing fast. It has been remarked in the report that in view of the progressive nationalisation of passenger road transport service and attendant improvement in their operation, it has been observed that more people are travelling by road specially during the pilgrim seasons.

Madhya Pradesh has many places which people from all over the world like to visit because they have achieved international fame, such as Khajuraho and Kanha National Park. The archeological wealth of Madhya Pradesh is one of the richest in India. These places lack basic infrastructure facilities in accommodation, transport and entertainment. The main problem is that due to distance and inadequate transport links, the tourist is able to see only a portion of the spot before returning to his metropolitan city base. These tourist centres will therefore have to be connected by well organised transport circuit. The other drawback is, after seeing the major monuments the tourist has little scope to visit other places therefore he likes to return by the earliest available means of transport.

Air Transport:

Air transport has revolutionized the whole industry and most of the international tourists take advantage of this improved facility of transport. For many tourists the domestic destination is longer than the international destination because of the facts that air travel has reduced the geographical distance and also helped in saving times through the improved and speedy means. Now with the increased capacity of aircrafts, like Boeing plane 747 carrying 300 or more passengers at a time, the cost of the air travel has somewhat declined because the cost per seat per kilometer goes down with the increase in the number of passengers.

The air services in the countries is under the direct control of Central Govt., Ministry of Tourism and Civil Aviation. It has two wings one is 'Air India' which is an international services and second one is 'Indian Airlines' which is a domestic service. The air services are mainly utilised by the foreign tourists, government officials, executive businessmen and industrialists. For the vast majority of the home tourists air travel is still costly because they cannot afford the high rate. However, air transport has a brighter future in Madhya Pradesh because of its importance and attraction.
If we see the aerial facilities available in Madhya Pradesh we find that Khajuraho is connected with Agra, Delhi, Varanasi, and Kathmandu. The air facility is provided only by the Indian Airlines; whereas, others private airlines like NEPC, East-West Travel, Damania Airlines should come forward to provide air services to other tourist spots of Madhya Pradesh. At present only Raipur, Gwalior, Indore, Bhopal, Jabalpur are connected by India Airlines, these facilities should be extended to other important cities of Madhya Pradesh. M.P. Govt. can also start a scheme through Indian Airlines under which tourists can visit all the tourist centres of the Madhya Pradesh. If a tourist wants to visit Sanchi he has to come to Bhopal by air and then go to Sanchi by rail route, likewise visitors to Kanha National Park and Bheraghat have to get down at Jabalpur. Shivpuri National Park is connected with Gwalior and Mandu and Dhar are nearer to Indore, where air facilities are available, but for Baster and South Chhatisgarh Raipur is the only centre which is connected through air services.

During the course of research several American and European tourists suggested to extend the air facilities in Madhya Pradesh so that foreign tourists may visit the important tourist spots of Madhya Pradesh. At present several foreign tourists feel disappointed because the air facilities are not available to many important tourist spots of Madhya Pradesh. Likewise foreign tourists are also disturbed by the frequent strikes of Indian Airlines.

The central govt. had inspired the govt. of Madhya Pradesh to start the facilities of air taxies in Madhya Pradesh but frequent ministerial changes in the state this scheme could not be materialised so far. During field study the researcher observed that the foreign tourists are not at all satisfied with the air services of Madhya Pradesh and they declared the system as "Poor Transport System".

Road Transport:

Upto the beginning of the 20th century tourists travelled almost exclusively by rail and steam ship. The invention of the new transport medium, travel by private car and coach received its first great impetus in the ten years which preceded world-war I. The entire shape of tourist industry was therefore transformed by the invention of this new transport medium. The motor car gradually came to be the alternative means of transport for both short and medium range of journeys. Subsequently with the
growth of fine network of fast and superfast national and international highways systems, long journeys were also performed by motor car and motor coach.

The roads as the main means of travel, have been serving the needs of the people since long. The modern mechanized road system have brought a significant change in tourist activity. By linking the different distance places by roads, where the railways cannot be constructed, the accessibility to the tourist places has been made possible. Road transport is not preferred for longer distance journeys for a number of reasons, as such many of the tourists choose alternative means of transport for movement from one place to another specially for long distance. The foreign tourists who are on a short visit and have very limited time donot prefered road or rail transport for inter-or intra destination movement instead they always prefer air travel.

During the fairs and festivals like Gwalior Mela, Khajuraho Festival of Dance when there is a sudden increase in the number of passengers, the M.P. SRTC. arranges for extra transport, though the problem yet remain critical. The foreign tourists staying in luxury hotels mostly used the deluxe model tourist coaches with wide windows for sight seeing, which are arranged by hoteliers or by travel agents. Rarely a tourist staying in luxury hotels uses the rickshaw or tonga because of the fact that most of the tourists visit the city through the travel agents or tour operators who disfavour the use of rickshaw for one reason or other

Rail Transport:

The entire railway network of the country has been divided into nine zones and Madhya Pradesh comes in western, central and southeastern zones. It is well known fact that without the help of railways the tourism cannot properly function. There are atleast five major tourists centres which are not linked by railway, viz. Pachmarhi, Kanha National Park, Bandhavgarh National Park, Khajuraho and Shivpuri National Park. A large number of home tourists specially on long route journeys prefer to travel by rail rather than road. The main reason is that the tourist find rail to be more comfortable and economical.
For the foreign tourists, the Indian Railways has introduced a special scheme since 1977 called the "Indrail Pass" scheme for foreign tourists. The concession offered by the railways are very amazing and so it is said 'Travel as you like and pay as little as possible'. The passes are issued for 7, 15, 21, 30, 60, and 90 days only on the production of foreign passport and on the payment of foreign currency. This scheme has proved a great boom in recent years for the foreign tourists as well as for the railways. Between June 1987 to December 1994 a total of 23,973 Indrail passes were sold earning foreign exchange of 9,95,877 U.S. Dollars; out of the total tourists 527 travelled by air conditioned first class, 10,400 by first class or air conditioned chair car and remaining 13,046 by second class. The foreign tourist mostly complain about the reservation problems on this scheme. Though the "Indrail Pass" includes the reservation but actually getting a reserved berth is altogether another matter.

The main problem with the tourists is that the railways rarely follow the arrival and departure timings. Indeed, if the railway transport could be made more speedy more punctual, more efficient and more comfortable, many may be inspired to travel by train and many may probably return to travel by train. The congestion on roads is increasing rapidly day by day as a result of growing population, increase in the number of vehicles ranging from light to heavy, and urban expansion. Additionally, the rapid increase in the oil prices has added to the expense of the tourist travelling by road, specially those travelling by private owned transport. Therefore, most of the tourists have diverted to railways. Thus railways have experienced a positive effect as a consequence of rise in oil prices.

A number of travel concessions and inducements to tourists are provided by Indian Railways and undoubtedly Madhya Pradesh is fully affected and does not lag behind in taking full advantages of the same. About 15% concession on normal fare are given to the organised tours on circular routes and if the party is large enough, arrangement for a special coach is made. 50% concessions are given to students on educational tours. Many students from different universities and colleges of India come to Pachmarhi, Bhimbetaka, Kanha and Bandhavgarh for different purposes. Students of Botany come to Kanha and Pachmarhi for collection of different variety of plants and leaves. Students of rock paintings come to Bhimbetaka for rock paintings. Students of Zoology come to Kanha and Bandhavgarh for the study of wild animals. Noted photographers of the country goes to Kanha every year for wildlife photography.
As mentioned earlier it can again be stressed that rail is the major mode of transport used by the tourist in visiting all the places. The motor bus comes next while third in order comes rail cum bus. "Own car" follows as fourth. The conclusion is thus inescapable that roads are utilized more than rail in the aggregate. In comparison to other means of transport, air travel is negligible. Analysis shows that the area under study rail is the major mode of transport. But the "Report of the study group on wayside amenities" records that tourism by road is developing fast. It has been remarked in the report that in view of progressive nationalisation of passenger road transport services and attendant improvement in their operation it has been observed that more and more people of travelling by road specially during the pilgrims' seasons.  

Rajasthan state tourism department is running a train named as "Palace on wheel" in which a tourist can travel all the tourist spots and see the site. He need not change the train, like wise Madhya Pradesh state tourism development corporation may also start this type of scheme in Madhya Pradesh also.

Tourism - a Very Sensitive Industry: Plague Scare Hits Tourism:—

The month of September 1994 was not good for India to attract many more foreign tourists to India. The tourism industry has written off the month of October, traditionally the peak season and month in India's tourism calendar. It is estimated that about 40,000 tourists would be lost due to the plague this year. According to the news published in 'The Economic Times' 14th October 1994 the President, Indian Association of Tour Operators (IATO) said an industry estimate was that in all 5000 firm tourists who were scheduled to visit India, had cancelled their visits here due to plague in the country. IATO President the world International Cancer Congress one of the biggest tourism events in the country's history had come under immense cloud due to plague. "We hear that the organisers of the conference are looking for an alternative venue" said a tour operator, who hoped that the government would do something to see that India did not fail to host the event. It was estimated 7000 delegates are scheduled to participate in the conference. In the mean time in Kuala Lumpur the Malaysian government banned all Indian citizens from visiting the country in a move to prevent the plague epidemic now hitting India from spreading to the peninsula. Indian citizens wanting to travel to Malaysia are being denied visa with immediate effect. The United Arab Emirates (UAE) has stopped issuing visas to Indians as part of drastic measures being taken by countries in West Asia to keep the plague affecting parts of India out of this region. The UAE and five other Gulf co-operation council members states decided to
suspend all flights to and from India. The UAE and Oman have also banned ships from India at their ports. The ban on flights from the region to India has means that hundreds of people, whose visas have expired are overstaying in these countries.

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