

**Name of the Property: Group of Monuments at Hampi (India) (C 241)**

**State of Conservation report regarding progress so far made with regard to the recommendations of the World Heritage Committee in Decision 37COMB.61.**

**1. Response from the State Party to the World Heritage Committee's Decision, 37 COM 7B.61 , paragraph by paragraph**

**A. Removal of debris of the collapsed bridge and the relocation of the vehicular bridge outside of the property;**

The Public Works Department of Government of Karnataka, has resumed the work of removing the remaining part of the collapsed bridge viz., debris, columns and carriageway, without disturbing the nearby cultural resources, by adopting state of the art technology and the work is almost complete.

As regards the relocation of the vehicular bridge, cultural impact assessment study has been completed and location of the vehicular bridge as recommended in the impact assessment study has been identified.

**B. Completed Integrated Management Plan together with a synthesis and a prioritisation of existing recommendations and intentions, for review by the World Heritage Centre and the Advisory Bodies**

- The Integrated Management Plan (draft already submitted to the WHC in 2006) gives an overall framework for the Management & protection of Hampi World Heritage Site. It is reiterated that as per the draft IMP recommendations the following actions have been implemented since January 2006 by Government of Karnataka and Archaeological Survey of India.

<b>Sno</b>	<b>IMP recommendation</b>	<b>Agency</b>
1	Preparing a official Base Map	HWHAMA
2	Geo prospecting of the entire site	ASI
3	Preparation of map showing the HWHAMA Jurisdiction	IIMC, HWHAMA
4	List of Protected Monuments/ Cultural resources	HWHAMA, SDAM, ASI

5	List of all the cultural resources of site other than those protected	HWHAMA
6	Map showing Protection zones	HWHAMA, SDAM, ASI
7	Spatial Protection of Hampi World Heritage Site	HWHAMA
8	Protection zones	HWHAMA
9	Strengthening of HWHAMA Act	HWHAMA, GOK
10	Protection to the unprotected cultural resources of the HWHS	HWHAMA
11	JHPM of the cultural resources of HWHS	HWHAMA, ASI, SDAM
12	Guidelines	HWHAMA
13	Regulations	ASI, HWHAMA, SDAM
14	Management of Archaeological Remains of 16th century Vijayanagara Metropolis	ASI, HWHAMA, SDAM
15	Rectification of Master Plan	ASI, HWHAMA, SDAM
16	Environment plan for protection and management	
17	Village regeneration plan	HWHAMA
18	Traditional & New housing plan	HWHAMA, line department
19	Water Resource Management Plan ( <i>Traditional &amp; Modern</i> )	HWHAMA, line department
20	Agriculture Plan	HWHAMA, line department
21	General Management - Physical Infrastructure Plan	HWHAMA, line department
22	General Management - Social Infrastructure Plan	HWHAMA, line department
23	Transport & Network Plan	HWHAMA, line department
24	Tourism sector plan processing visitor management plan	HWHAMA, line department
25	Small scale & Cottage Industries plan	HWHAMA, line department
26	Finance Plan	HWHAMA, line department
27	Risk Preparedness & Management Plan	HWHAMA, line department

28	Preparation of a Hampi National Heritage Region Plan	HWHAMA, line department
29	Preparation of regional development plan (Koppal & Bellary districts)	HWHAMA, line department
30	ASI site office for management of Hampi World Heritage Area	ASI
31	Integrated Information Management Centre	ASI
32	Joint committee of Adhyakshas and Upadhyakshas of all Gram & Nagar Panchayats	HWHAMA
33	Technical Committee	HWHAMA
34	Monitoring Committee	HWHAMA
35	Developing an interactive & local dissemination platform at every village	HWHAMA
36	Change of name of the inscribed property from "Group of monuments" to "Hampi World Heritage Site"	HWHAMA
37	Re-nomination of the property as a Cultural Landscape	HWHAMA, ASI, SDAM
38	International training programme	
39	Training for base map	HWHAMA, ASI, SDAM
40	Education programme	HWHAMA, ASI, SDAM
41	Awareness and communication programme	HWHAMA, ASI, SDAM
42	Workshops for capacity building of officials & Non technical staff working for/ on the Hampi World Heritage Site	HWHAMA, ASI, SDAM
43	Monitoring IMP various plan, joint programme & protecting zones	HWHAMA, ASI, SDAM
44	Monitoring Archaeological Park	HWHAMA, ASI, SDAM
45	Monitoring of Archaeological remains, buried archaeological areas beyond archaeological park	HWHAMA, ASI, SDAM
46	Monitoring of protection & ownership status of newly excavated areas and the archaeological resources beyond archaeological park	HWHAMA, ASI, SDAM
47	Monitoring of protected monuments beyond archaeological park	HWHAMA, ASI, SDAM
48	Monitoring status of unprotected heritage beyond Archaeological Park	HWHAMA, ASI, SDAM
49	Monitoring for monuments	HWHAMA, ASI, SDAM

50	Monitoring for Visitor management	HWHAMA, ASI, SDAM
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- To synthesize the IMP & sectoral plan recommendations, a Workshop on '**Site Management for Cultural World Heritage Sites – South Zone: Integrated Management Plan, Hampi**' organised by Archaeological Survey of India (ASI), Bangalore Circle and Department of Culture, Government of Karnataka in consultation with Advisory Committee on World Heritage Matters (ACWHM) under the aegis of the Ministry of Culture was held on 7<sup>th</sup> to 8<sup>th</sup> June, 2013 at Bangalore. The main decision of the workshop is to formulate an action plan and prioritization of the recommendations in the action. The state level advisory body chaired by the Honourable chief minister, Government of Karnataka has approved the decisions taken in the workshop and commissioned the road map decided in the workshop on priority basis in the following sequence
  - a. **Step 1:** Constitution of expert group to scrutiny the action plans
  - b. **Step 2:** Identify & appoint the professional team for the preparation of Action Plans for IMP & Sectoral plans
  - c. **Step 3:** Preparation of the Draft action plans & Manuals
  - d. **Step 4:** Circulation of the Draft action plans & manuals for seeking written inputs (before step 5) from the expert group and stakeholders
  - e. **Step 5:** Presentation, scrutiny of the draft action plans & manuals to the Expert group & stakeholders through a workshop
  - f. **Step 6:** Presentation of the draft action plans & manuals to the community living within the world heritage site seeking inputs
  - g. **Step 7:** Finalization of the action plans & Manuals by team of professionals
  - h. **Step 8:** Printing, Circulation & implementation by all the stakeholders
  - i. **Step9:** Identification of Fund required for the Implementation of the Projects.

The above mentioned steps are being followed to implement the decision of the World Heritage Committee as mentioned in Decision: 37 COM 7B.61. To

accomplish the above steps a series of consultative meetings were held under the Chairmanship of Principal Secretary to the Government, Department of Kannada & Culture, Government of Karnataka comprising of members from the expert committee and various departments responsible for the protection, management & development of Hampi World Heritage Site. It may be further mentioned that the action plan prepared for each sectoral plan with prioritized item of works will be shared with stakeholders at the local, regional, national level as part of the consultative process. After completion of the consultative process, the synthesis of prioritized recommendations and intentions will be submitted, for review to the World Heritage Centre and the Advisory Bodies

**C. Demolition works in the Hampi bazaar area following a decision of the High Court of Karnataka and the compensation scheme for affected families;**

Following the decision of the High Court of Karnataka all encroachments in the immediate vicinity of the Bazaar to east & Pushkarini to the north of Virupaksha temple have been totally removed. The effected families have been rehabilitated suitably at a new location with proper infrastructure which has enhanced the living conditions of the effected families.

**D. To elaborate, in close cooperation with the local community, a strategy and action plan for the bazaar area to:**

**a. Develop within the IMP necessary legal and planning tools to prevent any further encroachments at the Hampi bazaar,**

As of now, the Archaeological Survey of India (ASI) has completely taken over the responsibility of protection of Hampi bazaar and its surroundings through the following actions

- i. Removal of all the encroachments from the Bazaar
- ii. A Memorandum of Understanding (MOU) between all the key stakeholders mentioned below for protection management & development of Virupaksha bazaar area is being drafted

1. Archaeological Survey of India

2. Endowments Department
  3. Revenue Department
  4. HWHAMA
- iii. The basic amenities required for the visitors and other activities related to the temple are accommodated at the entrance of the bazaar by the District administration
  - iv. Necessary legal provisions for prevention of further encroachments already exists in the Ancient Monuments Archaeological Sites & Remains Act 2010 and the rules of National Monuments Authority established by the Government of India recently
  - v. Further, for close monitoring of various activities relating to management, conservation and protection of the World Heritage site at Hampi, Archaeological Survey of India has established a separate mini circle with senior technical staff, under the orders of Ministry of Culture, Govt. Of India
  - vi. Any new additions or alterations to the existing modern structures adjacent to the historic mandapas have to follow a process for obtaining building construction licence as per the regulations of AMASR Act & Master Plan of HWHAMA.

**b. Develop a conservation strategy for the protection of the historic mandapas near the Virupaksha temple, in line with the IMP.**

Preparation of the conservation strategy for the protection of historic mandapas near the Virupaksha temple, in line with IMP is in progress and the details are as follows

- i. ***Comprehensive Conservation Plan (CCP)***: The framework given in the CCP including the standards for Documentation, Condition mapping, Risk Value matrix, Scientific material analysis, Archaeological investigation, Conservation works, estimates is being used for the conservation strategy of Virupaksha Bazaar.

- ii. **Tourism strategy:** The Virupaksha temple and bazaar in front of it, along with pushkarini is one of the main sacred places for the pilgrims visiting Pampakshetra, other than the tourists who come to visit the ancient monuments, archaeological sites. The temple & bazaar are identified as part of various circuits in the Tourism strategy. Hence, all the amenities required for the pilgrims and tourists are proposed for development in the action plans being finalized.
  
- iii. **Transportation Plan:** Mobility within Virupakashapura (I.e. Hampi Bazaar & its immediate surroundings) is regulated based on the type of vehicle, accessibility to physically challenged, local community living behind the bazaar (*Janata Plots*), during the special events such as Annual car festival, Hampi Utsav. Heavy vehicular movement is banned completely within Bazaar area. The connectivity to Virupakashapura is as per visitor movement plan
  
- iv. **Disaster Management Plan:** In the overall Disaster Management Plan prepared for World Heritage Site at Hampi issues relating to Virupaksha bazaar and its immediate surroundings have been addressed to mitigate the impact specific factors mentioned below
  - 1. Large scale gathering during fairs & festivals
  - 2. Mobility of vehicles
  - 3. Natural calamity like floods, soil erosion
  - 4. Theft & vandalism
  
- v. **Landscape Plan:** Measures for revival of historic water systems flowing through Virupaksha temple complex & Pushkarini, methodology for restoring the historic landscapes, treatment of vegetation etc are formulated through the landscape plan.

## **2. Other current conservation issues related to World Heritage Site at Hampi**

- i. Impact of flooding on the Hampi World Heritage Site is increasing due to annual release of water from the Tungabhadra dam which is being addressed

in consultation with the Tungabhadra Dam Board Authorities following the Disaster Management Plan.

- ii. The issue of solid waste management at places like Virupapura gadda, Hampi & Aneundi river banks is another matter of concern. In this regard, HWHAMA has got a solid waste management plan prepared and is simultaneously being implemented.
- iii. Heavy vehicular movement on the state highway passing through the periphery of the core area has received adequate attention and HWHAMA has sent a proposal to the government of Karnataka for development of a new bye pass as recommended in the approved Master plan to divert the traffic from the core area.
- iv. Continued use of water intensive agriculture practices in the immediate vicinity of monuments is another sensitive matter involving issues such as local economy and conservation of built heritage

**3 In conformity with paragraph 172 of the Operational Guidelines, please describe any potential major restorations, alterations and/or new construction(s) within the protected area**

**Conservation Works:**

- i. Structural Conservation of Hampi Bazaar Mandapas and the Pushkarini
- ii. Conservation of various mandapas in the Pattabhirama temple complex
- iii. Preservation of excavated remains within royal enclosure
- iv. Exploration & Identification of potential Archaeological sites within the world heritage site
- v. Implementation of the first year recommendations of Comprehensive Conservation Plan (CCP)

**Rehabilitation:**

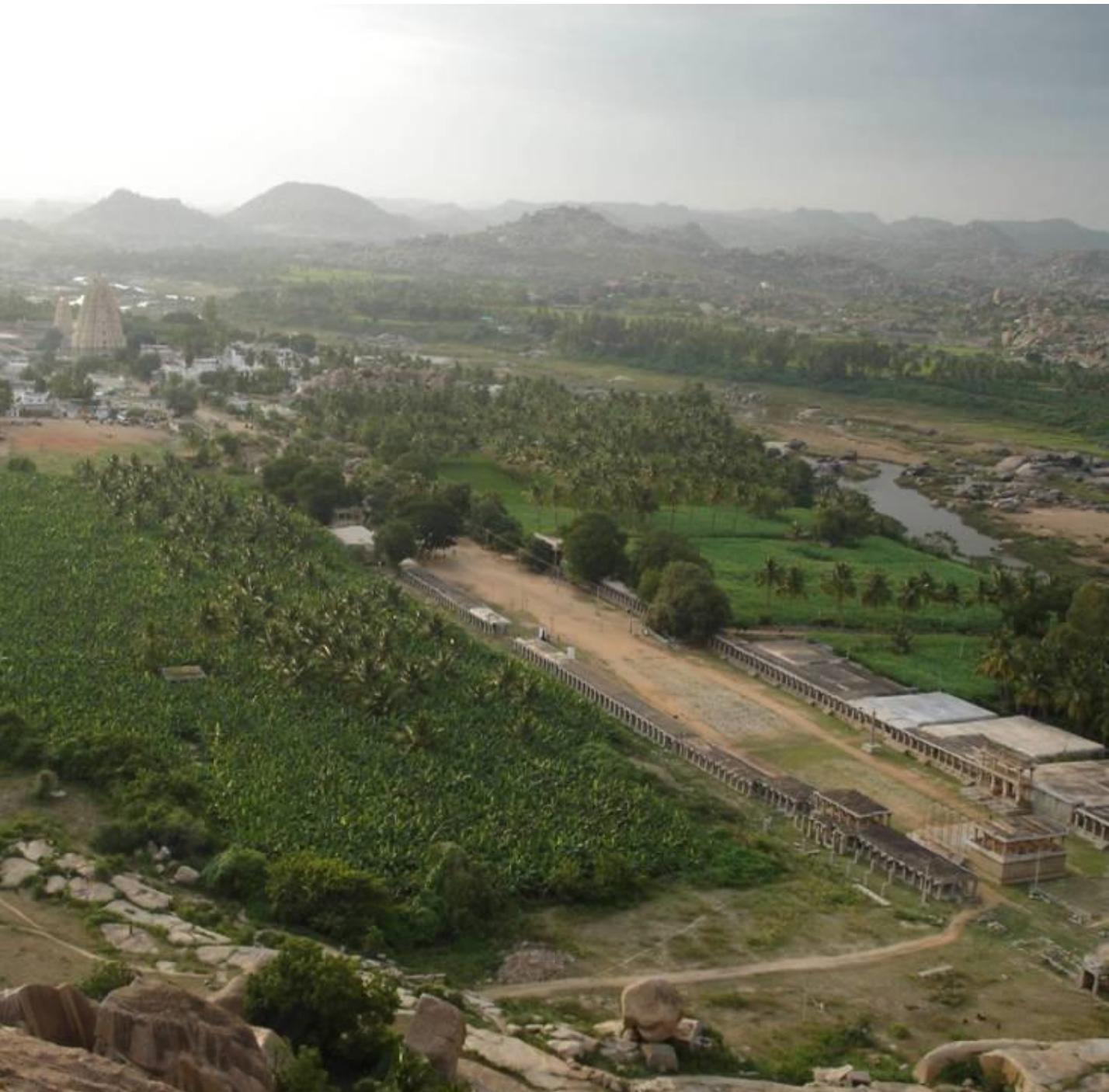
- vi. A proposal to rehabilitate Prakash Nagar & other scattered constructions within the core area is under consideration of HWHAMA
- vii. Removal of encroachments in Virupapura Gadda by HWHAMA

**Transportation:**

- viii. Development of new bridge outside the property as per the recommendations made in the Cultural Impact Assessment study
- ix. Diversion of the state highway passing through the periphery of the Core area by providing a new bye-pass as per the Master plan
- x. Development of alternate mode of transportation based on the visitor movement plan including parking, operation of battery operated vehicles in core area is envisaged

**Tourism**

- xi. Development of Interpretation facilities for Hampi World Heritage Site
- xii. Development of basic tourism amenities such as Signage, Public utilities including Toilets, Drinking water, Shelters etc based along the circuits identified in the tourism strategy compatible with the historic setting.



**INTEGRATED MANAGEMENT PLAN**  
**for**  
**Hampi World Heritage Site**

**ACTION PLANS FOR PRIORITY IMPLEMENTATION**  
prepared by  
Hampi World Heritage Area Management Authority  
(HWHAMA)

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**Background:**

The Integrated Management Plan (IMP) prepared by Archaeological Survey of India (ASI) is submitted to World Heritage Centre (WHC) in the year 2011. The advisory bodies recommended completion of all the sectoral plans as recommended in the IMP. The detailed Sectoral Plans were prepared by the Hampi World Heritage Area Management Authority (HWHAMA) in collaboration with various other line departments. The recommendations of these sectoral plans were scrutinized by an expert group constituted by Government of Karnataka (GoK) and were finalized in consultation with Archaeological Survey of India (ASI). The actions plans for each of the sectoral plan were finalized incorporating the inputs from expert group and were compiled into one document which will be used by the agencies as a guiding document for the Protection, Management & Development of Hampi World Heritage Site

The following Action Plans from each sectoral Plan are included into this concise document

1. Master Plan for Hampi Local Planning Area (LPA) under KTCP Act
2. Socio Economic Study
3. Tourism Strategy
4. Transportation Plan
5. Comprehensive Conservation Plan
6. Landscape Study
7. Housing & Rehabilitation Plan for Hampi Village
8. Cultural Impact Assessment of Bridge
9. Disaster Management Plan

Apart from the above sectoral plans, the Infrastructure Plan for Hampi World Heritage Site is under preparation. The above plans are currently at different stages of implementation. The actions plans are included into the Planning & Financial framework of respective line departments for their implementation in a time bound manner.

## **HAMPI WORLD HERITAGE SITE AS INSCRIBED**

Country and State Party: INDIA

State: KARNATAKA

Name of the World Heritage Property: GROUP OF MONUMENTS AT HAMPI

### **Important Dates:**

First nomination by the State Party: 1982

Inscription on the World Heritage List: 1986

Inscription on the List of World Heritage in Danger: 1999

Removal from the List of World Heritage in Danger: 2006

### **Criteria for Inscription:**

Cultural Criteria I, III and IV

### **Justification for Inclusion in the World Heritage List as a Cultural Property:**

“The most magnificent, extensive and varied ruins of a metropolis [Vijayanagara]. A richly constituted military, civil, religious, residential and secular remains amidst the most picturesque hills and river setting. Architecture, sculpture, painting and stucco are all integrated in the remains.”

## **SITE IDENTIFICATION**

### **Location of Hampi World Heritage Site**

Hampi World Heritage Site is spread over the two districts of Bellary and Koppal in the South Indian State of Karnataka.. In particular, it falls within the Hospet taluk of Bellary district and Gangawati taluk of Koppal district. Refer Map 1.

Table 1: Geographical Co-ordinates for Hampi World Heritage Site

Reference on Site	Monument	Latitude	Longitude
Centre Point	Mahanavami Dibba	15°18'52" N	76°28'18" E
2 <sup>nd</sup> Coordinate	Virupaksha Temple	15°20'12" N	76°27'12" E
3 <sup>rd</sup> Coordinate	Pattabhirama Temple	15°18'30" N	76°29'15" E

### **Extents of Hampi World Heritage Site**

The extents of Hampi World Heritage Site/ Core Zone/ the inscribed site are presently identified as per the 1988 Gazette notification of the Government of Karnataka.

The same is identified as the Core Zone under the Hampi World Heritage Area Management Authority Act, 2002 (HWHAMA Act, 2002), a Karnataka State Act especially formulated for management of this site as a heritage area under the Hampi World Heritage Area Management Authority (HWHAMA or Authority) established for these purposes. In accordance with Articles 103 and 104 of the Operational Guidelines, the HWHAMA Act, 2002 provides for a buffer to the Core Zone that is sub-classified into Buffer and Peripheral<sup>3</sup> Zones. This Act further declares the entire area under the Core, Buffer and Peripheral zones collectively as Hampi World Heritage Area (HWA) for conservation and management under the Authority.

The present demarcation of boundaries, is rationalized along individual property lines for grounding on site. However, it does not coincide with local governance and administrative jurisdictions on site, thus creating a disparity that adversely affects establishment and functioning of effective management mechanisms on the ground. To overcome the above, the IMP Volume 1, submitted in August 2005, had recommended rationalization of boundaries along village administrative divisions as per planning principles.

However, in the August 2005 meeting of the UNESCO Mission, it was decided to limit such a rationalization action to the buffer boundary only and to leave the Core Zone boundaries unchanged. Accordingly, the HWHAMA has carried out this exercise and the new rationalized limits for management purposes are notified. The new boundaries are submitted to WHC in 2013 as part of Retrospective Statement of Outstanding Universal Value exercise.

After the new boundaries of HWA are notified, the buffer area increased to 194.66 sq kms and the total area of HWA to 236.46 sq kms.

(Source: Master Plan for Hampi Local Planning Area, pg 4).

## **Retrospective Statement of Significance**

The below mentioned retrospective statement of significance submitted to World Heritage Centre (WHC) and approved by the World Heritage Committee was taken into consideration while preparing the sectoral plans

### **a. Brief synthesis**

Hampi World Heritage Site is the remnants of the Capital City of Vijaynagara Empire (14<sup>th</sup>-16<sup>th</sup> Cent CE), located in the Tungabhadra basin in Central Karnataka, India. Its unparalleled excellence in art, architecture, socio-cultural and economic dimensions, administration and military organisation is evident from remains unearthed, the extant monumental ruins and archival records. The city rose to such proportions, often understood as a metropolis and is immortalised in the words of *Abdul Razaak*, (1443 AD), *'The city is such that the pupil of the eye has never seen a place like it, and ear of intelligence has never been informed that existed anything to equal it in the World.'* The catastrophic Battle of Talikota (1565 CE) led to a massive destruction of the physical fabric and stability, leaving behind an ensemble of living temples, magnificent archaeological remains in the form of elaborate sacred, royal, civil and military structures as well as traces of its rich lifestyle, all integrated with the natural setting.

### **b. Criterion**

#### **Criteria 1 - Masterpiece of Human Genius**

The essence of an organised medieval (14<sup>th</sup>-16<sup>th</sup> Century) Capital city with well-defined functional areas is clearly discernable even today. The cultural systems<sup>1</sup> extant, eulogises the ingenuity of the people of the Vijaynagara Empire to incorporate sophisticated knowledge of the cosmos as perceived in the Indian astronomical texts and the treatises (*Mayamatam*), in harmony with the contextual understanding of geography. This remarkable integration of man-made and natural setting is vivid in the myriad facets, viz. art and architecture, socio-cultural, economical, administrative, defence organisation<sup>2</sup> and

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1 As specified in the Hampi Integrated Management Plan

<sup>2</sup> The strategic selection of the site demonstrates a deep understanding of the potentials of the natural setting to enable defense and human habitation. The Vijaynagara Empire was effectively defended by two concentric

natural resource management (of which the waters system<sup>3</sup> is function till date), together enabled the establishment of this grand Metropolis.

The Site is also the witness to exemplary temple architecture, a landmark of its time, such as the Virupaksha temple which is living and the Vitthala temple, complete with its bazaar, stone Rath (chariot) and the elaborate *mandapas*.

*Criterion (III): Exceptional Testimony to a Civilization that has disappeared.*

Historic sources authenticate the extent of destruction, the Battle of Talikota (January, 1565 AD) brought about in the Capital City of Vijaynagara. This resulted in gradual cessation of the culture and political tradition that had evolved over two centuries. Excavations indicate the presence of structural remains and pits where inhabitants and animals were executed in masses and piled. Surface archaeology and a study of the monumental remains in the WHS demonstrates the extent of destruction wherein perishable material like wood were burnt and others like granite, brick, lime survived. Over the years, the rubble walls and foundations of many buildings situated on the slopes of hills eventually collapsed, washing down with the surrounding alluvium into the valleys. The debris, in turn, collapsed and buried additional structures at the bases of the slopes. Several failed attempts were later made to resettle the city ultimately leading to the abandonment of the metropolis.

Material remains<sup>4</sup> corroborate the extent of advancement achieved under the Vijaynagara Emperors as eulogized by contemporary travellers. Today the inscribed property primarily is an archaeological site that comprehensively contributes to a holistic understanding of this flourishing Metropolis.

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layers of fortification that withstood the attacks of the Deccani Sultans for almost 200 years. The outer-most fortification comprised of the mightier regional hills, whereas the inner fortification was a combination of fortwalls between natural hillocks, passes together with watch towers (which assumed varied architectural forms), Hebbagilus and Bagilus (Major and minor gates).

<sup>3</sup> The watershed of the region comprising of natural systems like the river Tungabhadra, streams and several water bodies together with an elaborate man-made water system; i.e. tanks, wells, aqueducts and water-gates, ensured perennial supply of water in an other-wise drought prone area. The high fertility of the soil in the Tungabhadra basin also encouraged agriculture to emerge as the primary occupation, in continuum till date.

<sup>4</sup> Material remains in the HWHS consists of the royal quarters and quarters for the nobility; ceremonial grounds and platforms; temple complexes and ancillary structures; gateways and guard posts; entire footprints of puras (suburban settlement); stables.

*Criterion (IV): Outstanding Example for a Type of Building or Architectural Ensemble that illustrates a significant Stage in Human History.*

The construction practice of the Vijaynagara Empire is an evolved form of Dravidian architecture<sup>5</sup> that was the tradition in peninsular India. Building activity in the HWHS occurred over a period of 200 years, reflecting the contemporary religious and political scenario as well as the advancement in art and architecture.

Temples in the WHS embody architectural and construction practice where granite<sup>6</sup> was employed for large spans and for elaborate ornamentation and relief works, which were earlier generally crafted in wood. Studies on Vijaynagara Architecture show that this is an evolved practice and gave scope for innovation and experimentation in layout, design and construction. ,

16<sup>th</sup> Cent represents a high-point in *Vijaynagara* Architecture and some of its attributes are the ornate *Raya Gopura*<sup>7</sup>, *Ratha*, large spans in construction of elaborate *mandapas*, intricate ornamentation of structural members and magnificent bazaar street, all of which are evident in the Vitthala Temple complex. In addition to the typical spaces present in contemporary temples, it boasts of a Garuda shrine fashioned as a granite Ratha and the largest bazaar streets<sup>8</sup> in the WHS. This complex also has a large *Pushakarani*<sup>9</sup> with a *Vasantotsava mandapa*<sup>10</sup>, wells and water channels. In its complete form, the Vitthala Temple complex represents the culmination of the Vijaynagara Temple Architecture.

### **c. Integrity**

The extent of the rationalised boundaries of the inscribed property consists of various cultural systems and its interrelationships, which, mostly in its unaltered form, validates the integrity of the Site. Primarily archaeological in nature, the Site shows a

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5 Dravidian architecture reflect the practices during the Pandya, Chola, Chalukya and Rashtrakuta period

6 The understanding of the crystalline properties (i.e. splitting of rocks along striations) of stone enabled its effective utilization in construction of structural members.

7 The Raya Gopura, introduced first in the Vijayanagara temples and attributed to Raja Krishna Deva Raya, is a landmark all over South India.

8 measuring a length and width of 396 m and 9.45 m respectively must be mentioned

9 Stepped temple tank

10 (ceremonial pavilion in the centre of the tank)

combination of standing monumental structures, ruins (surface and sub-surface), continuing living systems and traditional occupation. These resources may or may not possess values individually but collectively hold very high archaeological value, contributing towards the overall understanding of the inscribed site.

Discrepancy in the understanding of the property and its needs and differences in vision for management had manifested in several issues affecting its integrity. With the Advisory Committee's directive (in 2003), a management system that is effective within the Indian national framework, bridging between global to local, was developed and its implementation is underway to address all requisites of the HWHS.

#### **d. Authenticity**

Evident in the HWHS are the attributes like strategic location and abundance of natural resources, which rendered this expanse befit for a Capital City of the Vijaynagara Empire. The integration of the geographic setting with man-made features is discernable till date in the design and functional layout of the metropolis. The physical remains of today also speak volumes of the ingenuity of the builders in utilizing locally available material, traditional knowledge system and skilled craftsmanship to shape a metropolis of this grand scale. The stages of evolution of the Vijaynagara Architecture, which attained glory in the 16<sup>th</sup> century, is evident in the monumental structures. Continuing traditions, like festivals and temple rituals, pilgrimage, agriculture and various art forms, also form as an integral part of the WHS.

The destruction by the Battle of Talikota in the 16<sup>th</sup> cent CE and the passage of time has led to some of the original functions and traditions becoming obsolete, altered, while several are in continuum. The archaeological remains of today still evoke a sense of grandeur that the Capital City of Vijaynagara once possessed and is immortalized in words of many.

#### **e. Management and Protection requirements necessary to maintain OUV**

##### **i. Overall Framework**

The Integrated Management Plan for HWHS acknowledges the *site* with its complex cultural systems and adopted it as its vision, rather than as an isolated group of monuments, which was the prevalent view at the time of nomination. The management framework thus

developed, visualize the site in its entirety, where heritage management is the first priority, followed by human development, which together shapes commerce-led development. Bridging between global obligations and local needs, it develops effective interfaces with relevant sectors indispensable for effective site management. The IMP fits within the Indian national framework and aims at value-based-management ensuring safeguarding of the OUVs. Its implementation has been underway since 2005.

The HWHS has many stakeholders with specific mandates, who are responsible to manage its various facets. Since its nomination, the inscribed property has been under the protection of the Archaeological Survey of India (Nodal Agency for the State Party), partly by the State Department for Archaeology and Museums (State government agency) under the AMASR Act' 58 (amended in 2010) and the KHAMASR Act'61. In 2002, the Hampi World Heritage Area Management Authority (State government agency) was formed under the HWHAMA Act'02 as a regulatory body, specifically for site management. In January 2010, the Joint Heritage Management Program has been formed between the aforementioned three agencies to efficiently implement the IMP, ensuring value based conservation and management of the HWHS in a co-ordinated manner.

## **ii. Specific long-term Expectations**

The IMP details specific long, mid and short term goals through sectoral plans and actions for ensuring inclusive management of the HWHS, implementation of which, are in various stages, based on inception. As such an elaborate and structured attempt towards site management is a new practice in the country. Its implementation is gradual, having scope for improvement. The rationalization of boundaries to enable effective protection within the Indian administrative system, establishment of a site-specific agency - HWHAMA and an Integrated Information Management Centre within the authority and initiation of the Joint Heritage Management Program have been major steps towards operationalizing effective protection and management.

Of the many actions initiative, the preparation of various sectoral plans (A. *Master Plan for Hampi Local Planning Area*, B. *Socio Economic Study*, C. *Tourism Strategy*, D. *Transportation Plan*, E. *Comprehensive Conservation Plan*, F. *Landscape Study* G. *Housing &*

*Rehabilitation Plan F. Cultural Impact Assessment of Bridge G. Degaster Management Plan*), except Infrastructure plan are complete.

To ensure effective sustainable heritage management in the future some of the long-term goals realized include internal capacity building, adoption of a new systematic approach where actions are co-ordinated and decisions are decentralized and participatory.

The following actions plans for each sector mentioned below will act as a manual for implementation by various line departments.

1. Master Plan for Hampi Local Planning Area (LPA) under KTCP Act
2. Socio Economic Study
3. Tourism Strategy
4. Transportation Plan
5. Comprehensive Conservation Plan
6. Landscape Study
7. Housing & Rehabilitation Plan for Hampi Village
8. Cultural Impact Assessment of Bridge
9. Disaster Management Plan

# **1.HWHAMA Master Plan**

## **INTRODUCTION**

### **a. HAMPI WORLD HERITAGE SITE**

The site was inscribed as Hampi Group of Monuments in 1986. Fourteen monuments were covered initially in this inscription and later all the 56 monuments protected by the ASI are considered for World Heritage. The discussions between the Government of India (GOI) and Government of Karnataka (GOK) to comply with the guidelines of World Heritage Centre regarding the protective measures culminated in a measure initiated by the GOK. In exercise of the powers conferred under sub-section 3 of section 19 of the Karnataka Ancient and Historical Monuments and Archaeological Sites and Remains Act, 1961, the Notification dated 22nd October 1988 declared that the archaeological sites and remains in specified areas in the villages of Hampi, Krishnapura, Kaddirampura, Singanathanahalli, Kamalapura, Venkatapura, Bukkasagara and Nimbapura in Hospet taluka of Bellary district and Anegundi and Virupapura Gadda in Gangavathi taluka of Raichur (now in Koppal) district as protected area.

The site was included in the endangered list in 1999 due to the developments being carried out in an unplanned manner causing negative impact to the significance of the site. This led to the various corrective measures by the GOK and GOI including the establishment of a site management mechanism through the enactment of Hampi World Heritage Area Management Authority Act – 2002 which recognizes the protected area under Archaeological Act as Core zone.

### **b. LOCAL PLANNING AREA**

The area governed by HWHAMA is based on the core zone declared as “Protected area” under the provisions of state archeology act vide notification number ITY 137 KMU 84 dated 22nd Oct 1988 which includes 8 villages of Hospet taluk and 2 villages of Gangavathi taluk. The “Heritage area” defined under the Hampi World Heritage Area Management Authority Act, 2002 shall be a Local Planning Area declared under section 4(A) of Karnataka Town and Country Planning Act- 1961.

The Local **Planning Area** for ‘HWHAMA’ has been first declared on 1-12-2004. It was felt during many discussions with various experts including UNESCO that the revision of the Local Planning Area boundary has to be done by including entire revenue villages. And

accordingly it was decided to extend the Local Planning Area by including entire revenue villages and excluding the Kariganuru village and a proposal was sent to the Government for approval. Accordingly the Government has approved the proposal and the Local Planning Area was revised by including entire revenue villages vide Notification No: NaAaE 161 Be Ma Pra 2006 dated 4-1-2007. The Local Planning Area comprises of 29 villages, 14 from Hospet taluka and 15 from Gangavati taluk covering an area of 236.46 Sq kms. Out of which 172.56 Sq Kms of area lies to the south of the River which houses 45908 persons at the rate of 266 persons per Sq Kms and 63.90 Sq Kms of area to the north of the river housing 14033 persons at the rate of 220 persons per Sq km which reveals the densification of villages at the southern part of the river.

The Hampi World Heritage Area Management Authority, constituted under Hampi World Heritage Area Management Authority Act, 2002, shall be the Planning Authority for the Local Planning Area under section **81 D** and **81 E** of Karnataka Town and Country Planning Act 1961.

#### **c. CORE, BUFFER AND PERIPHERAL ZONE**

The area governed by HWHAMA is based on the **Core zone** declared as “ **Protected area**” under the provisions of state archaeology act vide Notification number ITY 137 KMU 84 dated 22nd Oct 1988 which includes 8 villages of Hospet taluk and 2 villages of Gangavathi taluk.

The ‘**Core Zone**’ measures **41.8 Sqkm** and is protected by **Buffer zone** and **peripheral zone**. The Core zone contains four larger settlements like **Kamalapura, Anegundi, Hampi** and **Kaddiramapura**. These villages are considered important and detailed studies, plans have been prepared after carrying out various surveys.

#### **d. Soil:**

The most prevalent soil in the area is reddish sandy loam which is characterized on the banks of river Tungabhadra the reddish brown soil occur at the fringes of the hills due to the decomposition of rocks. However black cotton soil also occurs in the area.

#### **e. Geology:**

Geology formations are of archaic origin occurring in elongated bands of Dharwar formations which is source for rich mineral wealth. The Economic minerals associated with this

formation are hematite iron ore, red oxide of iron, manganese ore, white clay, soap stone etc., content of iron in the ore available in this region ranges from 65% to 70%.

#### **f. Ground Water:**

One ground water study well has been established in Kamalapura Town. There is no much variation in the ground water level. Since 1997 and situation is not that critical. Situation in Kamalapura town has also witnessed gradual depletion of ground water level from 1.98 m during 1997 to 3.45 m in 2005. Hence necessary action need to be taken to rejuvenate or recharge the ground water adopting various methods like Rain water harvesting, construction of new tanks, check dams, etc.

#### **g. Seismic Zone**

The seismic hazard map of India was updated in 2000 (3) by the bureau of Indian standards (BIS). According to the new map the state of Karnataka lies in zone II & III. Interestingly, the Bellary region, which experienced a strong earthquake in 1840's, has been downgraded to Zone II. The 1984 BIS Zoning map has placed Bellary region in Zone III. Bellary region which falls in Zone II seismic Zone is referred to as low damage risk Zone the probable intensity is MM VI.

Detailed development rules & regulations are prepared as per the land use zoning in the Local planning areas covering Core, Buffer & Peripheral areas considering the above mentioned surveys and the sectoral studies.

### **PLAN PROPOSALS AND DEVELOPMENT OPTIONS**

#### **1. Transportation**

##### **1.1. Linkage between the southern and northern parts of the World Heritage Site**

The only physical link bridging the southern and northern parts of the WHS are the two bridges, (one at T.B. Dam and another at Kampli), which are located at 30 kms equidistant from the WHS on two opposite directions. There used to be one historic bridge which is now in ruinous state and beyond repairs at Hampi. In this context the state government decided to build a cable stayed bridge at the southern gate of Anegundi, whose construction started in 1998 and stopped in 1999. After finding out that the large cable bridge (unfinished) is not a good solution as it negatively impacts the landscape and can trigger a chain of unwanted

developments on both sides of the river, it was concluded to find a permanent solution at the down stream from the present location. It was decided to complete the present bridge as a temporary solution.

View of the cable bridge during the floods



Traditional mode of transport



The traditional mode of transport across the river by using a bamboo coracle (Harigolu) shall be continued. A section of the community i.e. the Boatmen, craftsmen to build the boats are dependent on the traditional mode of transportation.

## 1.2. Diversion of state highway

The southern side of the LPA has a good transportation system as a state highway passes through the site. However there is also a negative impact due to state highway passing through the archaeological area. It is proposed to divert the highway from the south of Kamalapur settlement by by-passing the archaeological area as shown in the proposal map.

## 1.3. Visitor movement

### 1.3.1. Circulation system:

Vehicular movement in the archaeological area is causing damage to the monuments and archaeological remains. It is proposed to regulate the movement of vehicles in the core zone through a circulation system with the following components

#### Nodes

Interchange Node: A point where visitors leave their vehicles and change into different mode of transport.

Stoppage Node: A point where visitors will stop for viewing a monument

Destination point: A point where visitors go for a specific activity such as pilgrimage or recreation



Eco friendly mode of transport



Parking and Mobile trading zone at Hampi

## 2. Community facilities

A detailed plan for developing infrastructure shall be taken up. The following are the sectors.

### 2.1. Social Infrastructure

#### 2.1.1. Education

Up-gradation and improvement of existing education facilities to the required standards shall be taken up. The parking and mobile trading zone in Hampi will accommodate the play areas for the school at Hampi.

#### 2.1.2. Health

The basic health facilities in the LPA have to be provided. The health facilities for the visitors in case of any emergency have to be provided at key locations in the visitor movement areas.

### 2.2. Physical Infrastructure

#### 2.2.1. Water supply

An integrated water supply scheme for all the villages has to be developed to serve the settlements of the LPA

**2.2.2. Sanitation** As of now there is no underground drainage system in the LPA. An underground drainage system for Kamalapur Town, which is the only Urban area

within the Local Planning Area, to be planned, designed and implemented in a phased manner.

For rest of the LPA villages a system needs to be developed for the disposal of sanitation waste in eco friendly manner.

#### **2.2.3. Solid Waste Management**

A plan has to be prepared for the management of solid waste disposal.

#### **2.2.4. Electricity**

Infrastructure needed for upgrading the electrical system to meet the requirements of the World Heritage Site shall be provided by the respective departments.

### **3. Tourism**

#### **3.1. Visitor movement:**

A circulation system mentioned in the section transportation above (refer 9.1.3) for the proposed visitor movement. Different kinds of access identified and proposed for development to facilitate visitor movement are as follows

- a. Road connectivity
- b. Access to monuments
- c. Special routes
- d. Thematic routes

#### **3.2. Visitor accommodation:**

The concept of home stay has to be promoted to enhance the experience of a living heritage site. At a regional level urban areas surrounding the LPA can continue to be the places for accommodation. The Department of Tourism proposal to develop the 228 acres of land has been identified as Tourism hub where accommodation facilities can come up. Based on the concept of home stay guest houses at Hampi have to be reorganized.

#### **3.3. Improvement of the surroundings of destination**

The entry points into the Hampi World Heritage Site have to be developed.

#### **3.4. Activities directly related to Tourism**

A base camp, two Auxiliary camps, Water sports at Kamalapur and Sanapur lake are proposed for the development of Adventure sports at the Hampi World Heritage Site.

#### **f. Interpretation**

Interpretation center is being proposed at Kamalapura and the location is marked in the proposal map.

### **8. PROPOSED LAND UTILIZATION–2021 FOR L.P.A**

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As per 2001 census the Local Planning Area has population of about 60,000 and the projected population will be 90,000 by 2021. The proposed land use for the entire Local Planning Area has been worked out on basis of future population and other requirements. While working out the proposals the following important characteristics and potentiality of the site have been considered.

- i. Outstanding natural landscape and Archaeological remains.
- ii. Archaeologically and environmentally highly sensitive areas.
- iii. Conservation and protection of both monuments and natural areas.
- iv. Historic urban fabric
- v. Growth of settlements and development options.
- vi. Sub-terrain Archaeology.
- vii. Tourism potentials and requirements.
- viii. Traffic and transportation needs.

The proposed land use analysis has been worked out for different uses. It is decided to protect and conserve the natural beauty of the area i.e., rocky hillocks, forests and water bodies. The area under Monuments is also maintained at 172.61 Ha. Some of the barren agricultural lands adjacent to the settlements have been identified for future development requirements. It is estimated that by 2021 the Local Planning Area requires nearly 440.37 Ha of land for the future development of all settlements. This land includes land reserved for main Terminal, parking nodes and 92.31 Ha of 'Tourism Hub' in sy.no.1080 of Kamalapura by State Tourism Department. The areas under forest and water bodies and river have been maintained as it is. Details of proposed Land utilization – 2021 for LPA is given in the Table – 18 below.

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Table - 18

SL NO	LANDUSE	AREA ... Ha	%
1	AGRICULTURE	7357.61	31.12
2	BARREN LAND	728.23	3.08
3	URBANISABLE AREA	1068.33	4.52
4	HILLS	4928.64	20.84
5	LAND SCRUB	534.99	2.26
6	CANAL	122.51	0.52
7	MONUMENT AREA	172.61	0.73
8	PLANTATION	746.67	3.16
9	POWER HOUSE	2.98	0.01
10	QUARIES	796.08	3.37
11	RESERVED FOREST	4672.06	19.76
12	RIVER TANKS	1340.32	5.67
13	ROCKY OUTCROPS	118.10	0.50
14	WATER LOGGED AREA	34.54	0.15
15	TRANSPORT AND COMMUNICATION	928.40	3.92
16	PUBLIC UTILITY	1.62	0.01
17	TOURISM HUB	92.31	0.38
	<b>TOTAL</b>	<b>23646.00</b>	<b>100.00</b>

## **2. Socio – Economic Study**

### **Project context**

Located in the State of Karnataka, Hampi World Heritage Site (WHS), spreads over 236 sq.km and covers not only ancient monuments and ruins of the 14<sup>th</sup> century capital of Vijayanagara embedded within a landscape of hillocks and Tungbhadra river, but also 29 villages and a town. With its 59,941 inhabitants (census 2001) living within the World Heritage Area, addressing development needs has emerged as one of the main issues faced by the local authorities (Hampi World Heritage Area Management Authority and the local bodies). The core zone is the most populated area, housing almost 47% of the total population on only 17.7% of the WHS (41.8 sq.km) followed by the peripheral zone and buffer zone, being home to 37.4% and 18.8% of the population respectively.

Unregulated development coupled with expansion in tourism activities, lack of physical infrastructure and basic facilities, rural urban migration, income diversification, household changes, etc are some of the pertinent issues which are rapidly influencing the HWA and the living heritage therein. To quote an e.g. the tourism survey conducted by the team HYDEA/Target Euro in 2009 highlighted that 41% of tourism business owners in HWA were originally farmers, before having ventured into tourism related activities. Attracted by the increased income opportunities offered by tourism activities, many farmers have abandoned their traditional agriculture based activities. Such a shift in the economic base of the area has affected and continues to affect the socio economic profile of the area.

The structure of society within the living heritage site needs to be not just carefully understood but also monitored as it reflects the cultural and traditional heritage of the area and, from this perspective, it has to be preserved and maintained. Furthermore, changes within the society, its practices and its economy could also threaten the integrity of the whole site. As a living WHS, while the preservation of the Outstanding Universal Value, heritage conservation and tourism aspects guide the management of the site, the development needs of the local population assume equal significance, if not more. It is the latter that is highlighted in this report. While this study draws up socio-economic profiles at the Gram Panchayat level, it also highlights the conflicts

between heritage conservation and preservation and tourism on one hand and contemporary development needs on the other. The aim is to address these conflicts both at the policy level and at the intervention level.

As the Census of India is conducted every decade, the last one being in the year 2001, the results of the next census of 2011 are expected to be out by 2012/2013. It is critical to understand the current socio-economic status of HWHAMA society, as an intermediate census between 2001 and 2011, in order to analyze the trends and forecast projections for the next years. An updated socio economic profile would also be useful in guiding local development and the tourism and heritage conservation imperatives which are currently ongoing. The highlighted trends will help to understand contemporary requirements and the conflicts therein, especially from the perspective of the revision of Hampi Master Plan which is believed to be taken up soon.

### **Objectives of the study**

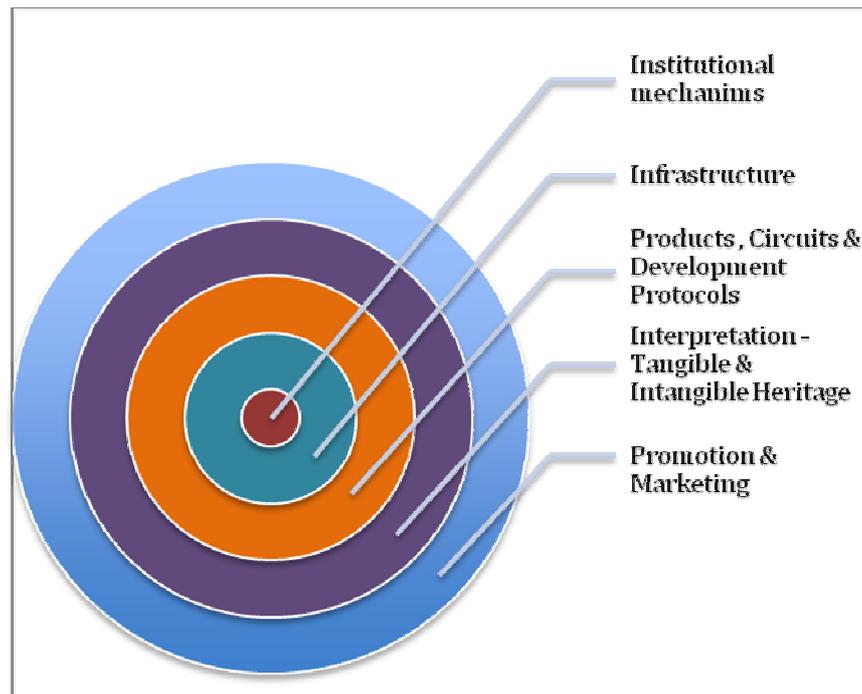
In the context of the Hampi World Heritage Site, the specific objectives of the social assessment can be summarized as follows:

- Understand the Socio-economic profile of the HWHMA and the living standard of people,
- Understand occupation patterns and related threats,
- Identify poverty problems and gender issues,
- Highlight basic infrastructures needs,
- Understand inhabitants relationships with their heritage,
- Highlight conflict arising as a result of the heritage preservation and conservation and tourism on one hand and the development needs of the area on the other,
- Based on the above evolve a guiding framework of recommendations to be incorporated in the revised Hampi Master Plan for the WHS.

## 1. Introduction

The present report signifies the “Action Plan” that is aimed to implement the Tourism Development Strategy of the Hampi World Heritage Area. This report is fourth and final deliverable based on the previous submissions of Background Study, touchstone principles and Tourism Development Strategy. During the course of this assignment, the last three project phases have fruitfully lead to identification of the existing issues and emerging challenges linked to Tourism Services, Tourism Supply, Institutional Framework, Planning, Cultural Heritage, Interpretation, Landscape, Environment, Traffic, Transportation Planning and the overall development in this designated World Heritage Area.

The consultative process for the Tourism Development Strategy has also enormously helped in fine-tuning the action plans with the aspirations of the stakeholders. The acceptance of the recommendations of the Consultant is also largely facilitated by the Local Community-based Tourism Development approach and the success of identifying the local authenticity, its vulnerability and the inherent confines. With a Strategy vision i.e. “To increase the positive impacts of tourism development in HWHA, thereby, reducing the present pressure in the core zone and spreading it in the whole area (buffer and peripheral zones).” The final Action – Plan has been designed within the realms of the touchstone principles, based on emerging scenarios and amidst the strong urge to determine the long-standing concerns. The tourism-based activities at HWHA have been identified supported by the stakeholders, their key intentions to maximize the visitor experiences and increase in the number of tourists. The locked potential of the Tourism in HWHA is multi-dependent on the following keys:



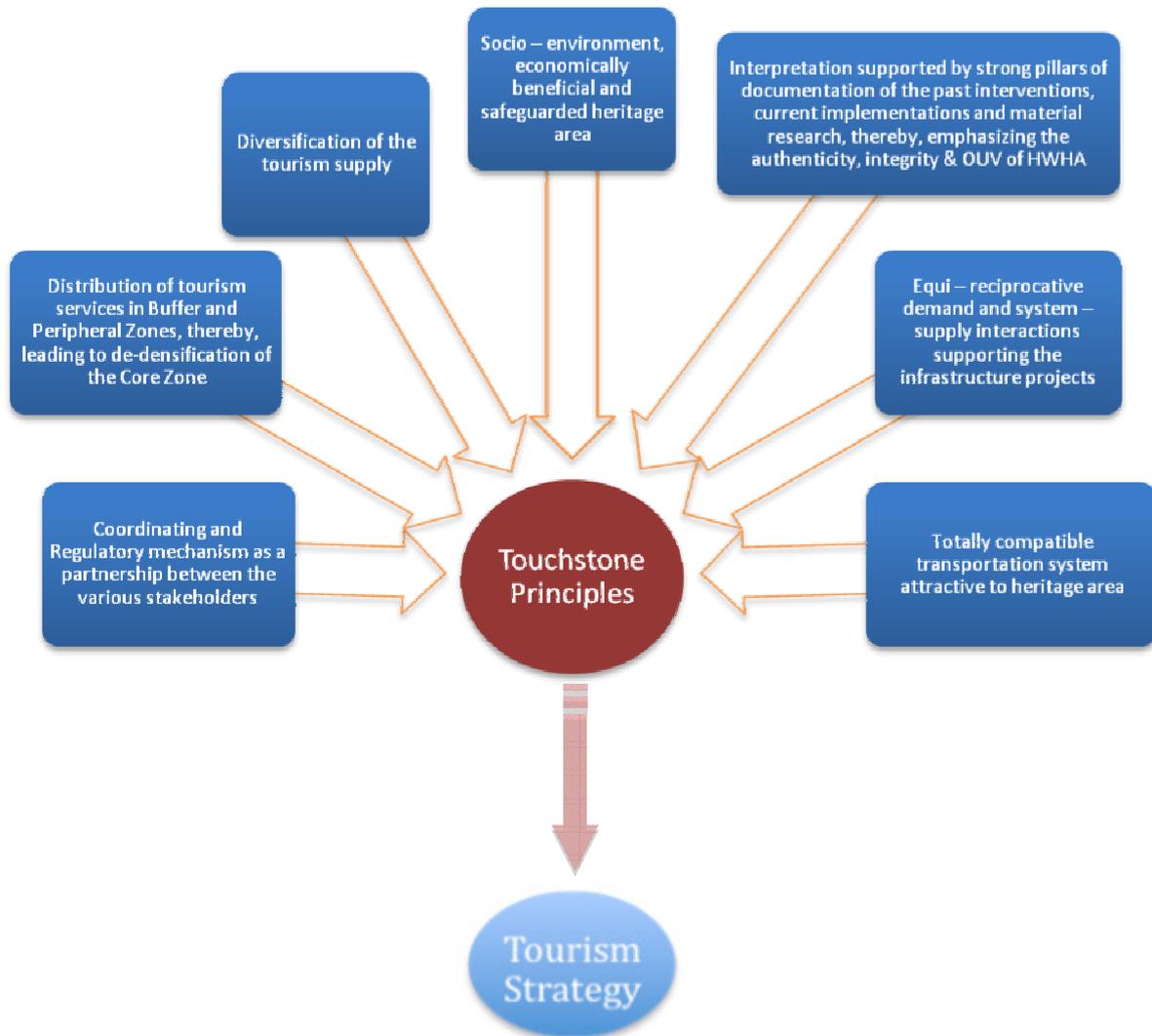
Source: Elaborated by the Consultant

The background study in different sectors had led to clarity on the four emerging aspects linked to

1. Tourism Organization
2. Pressure on the Core zone of the HWHA
3. Tourism Competitiveness
4. Interpretation & Conservation

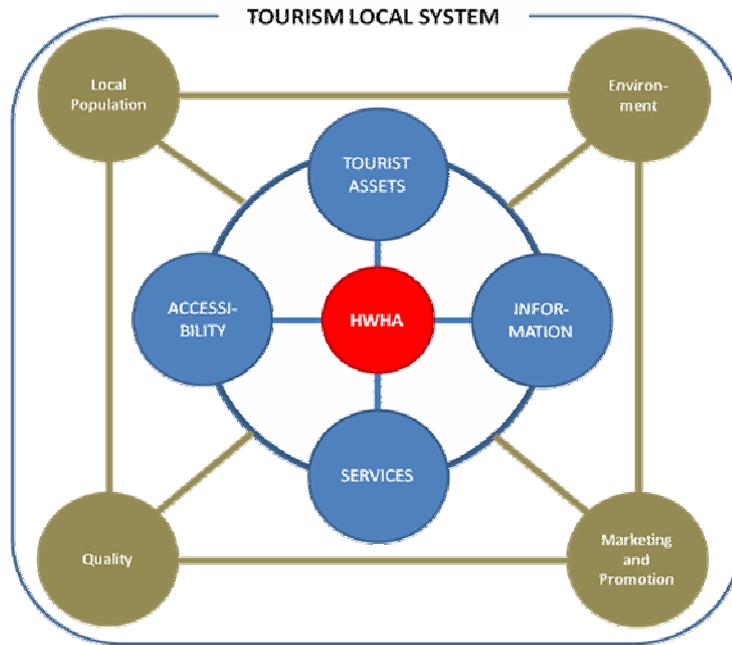
Henceforth, the touchstone principles were prepared driven by the action lines i.e. the Cooperation & Collaboration, Preservation & Interpretation, Participation, Geographical Homogeneity and Competitiveness.

The following critical concepts were again derived from the touchstone principles:



Source: Elaborated by the Consultant

Based on the above concepts, a Hampi – specific Tourism Local System has been designed and appropriate strategies for operationalizing this system are recommended.



Source: Elaborated by the Consultant

The implementation of the strategies have been anchored to a tangible action plan, wherein, the Consultant has devised a series of Transversal Programmes / Projects & Specific Projects. A series of 23 actions have been proposed with various details of sub-activities that shall be indicators of execution of the action plan and leading to the implementation of the Tourism Development Strategy.

The proposed 23 activities areas are:

1. Activation of the Sustainable tourism Development Programme
2. Organization of monitoring, evaluation and control systems
3. Social integration through culture and tourism and new job opportunities
4. Develop skills and competences of culture and tourism stakeholders (Training for public and private stakeholders)
5. Promoting collaborations and partnerships for Sustainable Tourism Development
6. Remodelling of HWHAMA to actively participate in the Tourism Development process
7. Statutory legitimacy of the Tourism Strategy
8. Financial capacities
9. Tourism regulations
10. Understanding of the institutional framework
11. Enforcing local capacities and sharing experience
12. Strengthening traffic and transportation system
13. Distribution of the tourism services
14. Accessibility to the cultural attractions and within the HWHA
15. Strengthening of the tourism SMEs
16. Improving / developing tourism services
17. Investment in HWHA
18. Social integration through culture and tourism and new job opportunities
19. Tourism promotion and Marketing
20. Strengthening of local cultural industry competitiveness
21. Understanding of the cultural attractions

Various sub-activities have been detailed in a common template (Refer to the details in the Project Data Sheets – Scenarios 1 – 4)

## 2. The Logical Process

*STEP I – AN ANALYSIS OF THE GROUND SITUATION & SCENARIOS TO ARRIVE AT EMERGING ISSUES/ CHALLENGES*

1. Tourism Organization	2. Pressure on the Core Zone of the WHS	3. Tourism Competitiveness	4. Interpretation and Conservation
<p><b>Institutional framework:</b></p> <ul style="list-style-type: none"> <li>• Weak local bodies in terms of human, financial and technical resources.</li> <li>• Confusion and ambiguity of responsibilities between HWHAMA and local bodies leads to a lack of legitimacy.</li> <li>• Lack of collaboration and coordination between stakeholders and individually implemented projects (both private and public sectors).</li> <li>• Lack of policies on revenues collected at HWHAMA – confusion of admission of taxes and toll taxes.</li> <li>• Loss of revenues due to tourists not visiting the monuments and not paying tickets – no precise numbers of visitors.</li> <li>• Weak planning leads to unbalanced tourism development.</li> <li>• Tourism planning is extremely project oriented, with a limited global integration attitude.</li> <li>• Lack of confident statistical tourism data and monitoring system.</li> <li>• Lack of information among the local tourism stakeholders (public and private).</li> </ul> <p><b>Cultural Heritage</b></p> <ul style="list-style-type: none"> <li>• Local Government / Panchayats not involved in the Conservation &amp; Protection processes, thereby, leading to non-sustainability of initiatives by ASI, DAM &amp; HWHAMA.</li> </ul> <p><b>Landscape &amp; Environment:</b></p> <ul style="list-style-type: none"> <li>• Issues related to landscape and environment</li> </ul>	<p><b>Tourism supply:</b></p> <ul style="list-style-type: none"> <li>• Unequal distribution of the tourism supply (accommodations and other tourism infrastructures)</li> </ul> <p><b>Cultural Heritage</b></p> <ul style="list-style-type: none"> <li>• Unregulated buildings within the core zone with no sensitivity to guidelines of contemporary interventions.</li> <li>• Anastylosis &amp; its consequences for interpretation, thereby reducing the difference between the reconstructed buildings &amp; those left in original shape.</li> </ul> <p><b>Landscape &amp; Environment</b></p> <ul style="list-style-type: none"> <li>• Concentration of tourism activities in Hampi and Viruppagudda Island leads to stress on environmental</li> </ul> <p><b>Traffic and Transportation:</b></p> <ul style="list-style-type: none"> <li>• Threat to heritage structure due to lack of impact monitoring of vibrations</li> <li>• More burden is found on the existing State Highway in core area.</li> </ul>	<p><b>Tourism supply &amp; Demand:</b></p> <ul style="list-style-type: none"> <li>• Low quality of many tourism accommodation units.</li> <li>• Unsatisfactory professional skills of tourism managers and personnel.</li> <li>• The majority of the tourism services provided by the local population is running without legal authorization (e.g. accommodation units, etc.).</li> <li>• Lack of affordable tourism information system.</li> <li>• Low occupancy rate of the tourist accommodations.</li> <li>• Low quality of many restaurants (hygienic conditions, etc.) and food supply in general.</li> <li>• Very basic organization of present tourism products.</li> <li>• Limited tourism facilities connected to the cultural and natural resources.</li> <li>• Lack of promotion and commercialization actions at national and international level.</li> <li>• Limited opportunities of evening and night entertainment.</li> <li>• Limited expenditure capacity of the present tourism demand.</li> <li>• The area is mainly attracting a tourism demand that seems not extremely demanding and this behavior does not stimulate the development and improvement of the present tourism supply.</li> <li>• Short length of stay of the present tourism demand (international tourists usually include a short visit during a</li> </ul>	<p><b>Cultural Heritage</b></p> <ul style="list-style-type: none"> <li>• The lack of Interpretation tools together with the circulation, visit and protection policies make extremely difficult for the tourists to understand the WHS, even if visiting only a reduced extent of it.</li> <li>• Lack of linkages among the documentation of the past interventions, current implementations and material research, thereby, leading to incomplete examinations of the structures, to be unable to detect the morphology of decay &amp; methods of conservations</li> </ul> <p><b>Landscape &amp; Environment:</b></p> <ul style="list-style-type: none"> <li>• No specific legislation and policy directly related to landscape and environment in India.</li> <li>• Open landscape issues are not included in the ASI's skills.</li> <li>• Local bodies have a major lack of technical capability concerning landscape and environment issues.</li> <li>• Issues related to landscape and environment are handled by many stakeholders.</li> <li>• Contour lines of the site are not indicated within the Hampi Master Plan 2021.</li> <li>• Natural resources are often considered as individual entities managed by a specific stakeholder.</li> </ul>

<p>are handled by many stakeholders.</p> <ul style="list-style-type: none"> <li>• Natural resources are often considered as individual entities managed by a specific stakeholder.</li> </ul> <p><b>Tourism Supply</b></p> <ul style="list-style-type: none"> <li>• Absence of organizational bodies involving tourism companies and/or tourism entrepreneurs.</li> </ul> <p><b>Traffic and Transportation:</b></p> <ul style="list-style-type: none"> <li>• Lack of satellite data of the area beyond HWA inhibited further study &amp; analysis.</li> <li>• Lack of online monitoring system</li> <li>• Lack of accountability of tracking systems</li> <li>• Lack of tourism attraction potential</li> <li>• Lack of Fractal network and land use structure leading to centralized traffic in the road network.</li> <li>• Lack of alternate corridors in peak season.</li> <li>• Non-utility of advanced technologies for fencing the study area in reference to traffic security.</li> <li>• Supply attributes in par with demand. Bad condition of roads and undefined functionality of the existing transportation system.</li> </ul>		<p>multi-destinations tour traveling to the most important tourism destinations in India).</p> <ul style="list-style-type: none"> <li>• Excessive concentration of the area on specific tourism market niches (pilgrims, cultural tourism, etc.).</li> </ul> <p><b>Traffic and Transportation:</b></p> <ul style="list-style-type: none"> <li>• Lack of intersection and integration between Tourism and cultural activity / demand, disjointed approach to tourism planning and management issues.</li> <li>• Lack of web enabled tourist information system.</li> </ul>	
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**STEP III – DERIVING THE KEY CONCEPTS FOR TOURISM LOCAL SYSTEM**

Scenarios:



<i>Key concepts</i>	<i>Key concepts</i>	<i>Key concepts</i>	<i>Key concepts</i>
<ul style="list-style-type: none"> <li>Coordinating and Regulatory mechanism as a partnership between the various stakeholders</li> <li>Equi – reciprocative demand and system – supply interactions</li> </ul>	<ul style="list-style-type: none"> <li>Distribution of tourism services in Buffer and Peripheral Zones, leading to de-densification of the Core Zone</li> <li>Socio – environment, economically beneficial and safeguarded heritage area</li> </ul>	<ul style="list-style-type: none"> <li>Diversification of the tourism supply</li> <li>Totally compatible transportation system attractive to heritage area</li> </ul>	<ul style="list-style-type: none"> <li>Interpretation supported by strong pillars of documentation of the past interventions, current implementations and material research, thereby, emphasizing the authenticity, integrity &amp; OUV</li> </ul>

**1.**

**2.**

**3.**

**4.**

<b>Tourism Organization</b>	<b>Pressure on the Core Zone of the WHS</b>	<b>Tourism Competitiveness</b>	<b>Interpretation and Conservation</b>
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**Touchstone principles (key concepts):**

<ul style="list-style-type: none"> <li>Coordinating and Regulatory mechanism as a partnership between the various stakeholders</li> <li>Equi – reciprocative demand and system – supply interactions</li> </ul>	<ul style="list-style-type: none"> <li>Distribution of tourism services in Buffer and Peripheral Zones, leading to de-densification of the Core Zone</li> <li>Socio – environment, economically beneficial and safeguarded heritage area</li> </ul>	<ul style="list-style-type: none"> <li>Diversification of the tourism supply</li> <li>Totally compatible transportation system attractive to heritage area</li> </ul>	<ul style="list-style-type: none"> <li>Interpretation supported by strong pillars documentation of the past interventions, current implementations and material research, thereby, emphasizing the authenticity, integrity &amp; OUV of HWHA</li> </ul>
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**STEP IV – PROPOSING STRATEGIES IN KEY ASPECTS THAT DRIVE THE LOCAL TOURISM SYSTEM**

**Strategy:**

<ul style="list-style-type: none"> <li>- Enforcement of the role of HWHAMA for tourism sector</li> <li>- Local community involvement (Consultative Committee)</li> <li>- Level of service of infrastructure accountable and safeguarded tourist interactions</li> </ul>	<ul style="list-style-type: none"> <li>- Distribution of tourism services in Buffer and Peripheral Zones</li> <li>- Heritage sustenance, pedestrian friendly and attractive zones of tourist priority</li> </ul>	<ul style="list-style-type: none"> <li>- New tourism product portfolio and tourism circuits</li> <li>- Increase tourism service quality</li> <li>- Develop skills and competences of tourism supply</li> <li>- Local community involvement (Social, economic and environmental protocols)</li> <li>- Environment and economic compatible transportation system</li> </ul>	<ul style="list-style-type: none"> <li>- Interpretation supporting the preservation of the Outstanding Universal Value of HWHA and based on delivering community benefits, cultural access and representation</li> <li>- Effective Interpretation shall engage, involve, educate, challenge and entertain both visitors &amp; stakeholders of the HWH</li> <li>- Inter-connection between cultural, natural and living heritage</li> </ul>
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**STEP V – PROPOSED ACTION PLAN - PROGRAMMES & PROJECT ACTIVITIES**

<b>Transversal Programmes &amp; Projects</b>	<b>Specific Projects</b>
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**STEP VI – IMPLEMENTING THE STRATEGY THROUGH PROGRAMMES & PROJECT ACTIVITIES**

### 3. The Action Plan

Based on the information of all the last three phases of the assignment, the Consultant has design a phased Action Plan including all activities that should be implemented in the short, medium and long term by local stakeholders.

The Action Plan has been structured taking into account the specific characteristic of cultural and tourism sector in Hampi World Heritage area. The Action Plan consists of a set of transversal programmes/ integrated activities and specific projects (depending on the specific needs of the Program) and it has been structured incorporating the emerging scenarios and addresses the following key components:

*a. Institutional Strengthening*

The particular nature of the Program, makes important the identification of an institutional framework viewed as the essential tool to coordinate the different stakeholders involved in its implementation. In this regard, the objective of the institutional component of the Action Plan is conceptualized to strengthen the present institutional structure, in order to manage the Program for promoting the cultural tourism development.

This component has included the following aspects:

- main institutional limitations that are affecting the development of the cultural tourism in Hampi region;
- identification of the specific actions to be implemented in order to strengthen and/or develop the involved stakeholders, especially stimulating their integration and collaboration for managing the Program;
- guidelines of the operative regulation including the main duties of each institutional stakeholder involved in the implementation of the Program.

*b. Infrastructure development*

The specific aim of this component is the identification of the most important infrastructures that shall have to be built and/or organized in order to develop and strengthen cultural tourism in the area. In particular, considering the different cultural attractions of the area and tourism destinations composing the present tourism supply of Hampi World Heritage area, the Consultant has identified and analysed a group of infrastructure (i.e. tourism information points, museum, cultural centres, service centres, roads, rural and urban accommodations, etc.) to be developed in the short, medium and long term.

*c. Tourism product development*

Based on the specific characteristics of the tourism sector, the Consultant have identified a group of programmes & projects in order to stimulate local economic development through tourism and cultural activities. In particular, this component of the Action Plan will be focused on the following:

- development of new cultural tourism services;
- development of the present competitive capacities of local SMEs involved in the cultural and tourism sector;
- diversification of the present tourism supply of the area, identifying new cultural tourism products.

Also in this case, each identified action has been presented in a ‘data sheet’ (similar to above point b.)

*d. Interpretation - Cultural & Natural Heritage Preservation and Valorisation*

The group of actions that compose this Component allow the local stakeholders to preserve and valorise the present cultural & natural tangible, intangible patrimony of the area. For instance, recording and digitalisation of the intangible heritage, physical preservation of specific monuments, awareness campaign addressed to local population, etc. are some of the actions that have been identified and analysed under this component.

The various components linked to Interpretation of the World Heritage site have been assessed. These encompass a wide range of topics including, without being limited to, the following ones:

- Access to the site, buffer zone
- Interpretation and presentation requirements
- Present use of the site and potential for development
- Cultural activities to be developed on the site
- Existing documentary material and proposals for their improvement
- Etc.

The actions related to the valorisation of cultural heritage of the area have been aimed at providing the visitors with a comprehensive picture of how the different forms of expression, from built heritage to material culture, from the performing arts to local traditions are actually interlinked, witnessing the richness and variety of ways in which the local cultural and anthropological identity is expressed. Such proposed actions have the common objective of enhancing and strengthening a sense of local identity within the resident community, in order for individuals and groups to be aware of their history and proud of their heritage.

Special attention has been devoted to creative activities whose goal is the preservation and renovation of local culture in all its forms of expression, also through adequate adaptations and evolutions that prove able to link past or present cultural forms and advanced perceptions and technologies.

*e. Community-based Tourism Development*

Local communities form the backbone of any cultural activity and tourism products, for they are not only the inspiration of cultural activities, but also one of the reason why visitors feel attracted by a destination. In addition, once a region becomes a tourist destination, its local businesses and residents will inevitably be affected by tourism, and cultural tourism is considered as one of the tourism products with the higher impact on the local populations especially in terms of job creation, handicraft development, and new incomes generation. This is to say that in this component of the Action Plan, the Consultant has identified the most important actions that have been implemented in order to involve local communities in the future tourism supply (i.g. B&B and guesthouses, local transport services, tourism services such as tourist guides, etc.).

*f. Promotion and Marketing*

Based on the tourism products of the area, a list of short and medium term marketing actions have been listed for this Component. In addition, particular attention has been paid to the development of a branding methodology in order to improve the quality of the tourism services. Also in this case, each identified action has been presented in a 'data sheet' (similar to above point b.)

For each individual infrastructure or group of infrastructures a ‘data sheet’ has been produced including the following information:

<b>DESCRIPTION</b>	<i>Including information about <u>project characteristics</u>, <u>present situation</u> and <u>project justification</u>.</i>
<b>OBJECTIVES</b>	<i>Including information about <u>objectives</u>, <u>expected results</u> and <u>beneficiaries</u>.</i>
<b>IMPLEMENTATION</b>	<i>Including information about <u>implementation criteria and activities</u>, <u>project justification</u>.</i>
<b>PROJECT IMPLEMENTER</b>	<i>How is going to implement the activity? e.g. HWHAMA directly? Or a specialized firm individual consultant contracted by DoT or HWHAMA? Or .. other??</i>
<b>SUPERVISOR</b>	<i>Who will supervise the activity? For instance, the training courses will be implemented by a qualified university, which will be supervised by HWHAMA.</i>
<b>DURATION</b>	<i>Including information about <u>duration</u> and <u>implementation time</u>, <u>priorization</u>.</i>
<b>COSTS OF THE PROJECT</b>	<i>When necessary, it should be important to details the costs.</i>
<b>NOTE</b>	<i>If any, it includes important information related to the activity. For instance, providing information that the project / activity is completely auto-sustainable .. and why, etc..</i>

**Note on the Action Plan**

Please, note that in order to make the understanding easier, all activities identified in the Action Plan have been grouped as follows:

- *By priority*. All actions have been classified taking into account the following three categories: High (Pillar Actions); Medium (Core Development Actions); and Low (Enlargement Actions). The present classification will be annexed to the main Report and it will have the aim to allow local stakeholders to prioritise their implementation actions.
- 
- *By stakeholders*. Finally, all actions have also been classified taking into account the different implementers (stakeholders) of the project areas. Also in this case, the present classification will be annexed to the main Report and it will have the aim to allow local stakeholders to optimise the intervention and to clearly identify the role of the game to be played by each-one.

### 3.1. Transversal programmes / Integrated activities

The following are the proposed transversal programmes:

1. Activation of the Sustainable tourism Development Program	1.1 Launching Workshop (in order to make aware all local stakeholders about the steps leading to the implementation of the Tourism Development Strategy)
	1.2 Organization of the Programme Implementation Team
2. Organization of monitoring, evaluation and control systems	2.1 Culture and Tourism Observatory articulated with the Integrated Information Management Center (IIMC)
3. Social integration through culture and tourism and new job opportunities	3.1 Awareness campaign to public and private stakeholders, local communities and Civil Society
4. Develop skills and competences of culture and tourism stakeholders (Training for public and private stakeholders)	4.1 Elaboration of manuals related to natural heritage features
	4.2 Training for Public Sector Stakeholders
	4.3 Training for Private Stakeholders
5. Promoting collaborations and partnerships for Sustainable Tourism Development	5.1. Organization of the Cultural Preservation and Sustainable Tourism Development Annual Forum
6. Providing sustainable transportation system through infrastructure planning and safe / secure travel	6.1. Detailed project report preparation process for proposing infrastructure

### **3.2. Specific projects**

The various emerging issues & challenges have been grouped together in four main scenarios related to Tourism Organisation, Pressure on the Core Zone of the WHS, Tourism Competitiveness and Interpretation and Conservation. Various integrated activities are then linked to these above-mentioned scenarios through a network of Specific Projects.

Specific projects:

<b>Scenario 1:</b>	<b>Tourism Organization</b>
<b>Touchstone Principle (key concepts):</b>	
<ul style="list-style-type: none"> <li>- Coordinating and Regulatory mechanism as a partnership between the various stakeholders</li> <li>- Equi – reciprocative demand and system – supply interactions</li> </ul>	
<b>Strategy:</b>	
<ol style="list-style-type: none"> <li>1. Enforcement of the role of HWHAMA for tourism sector</li> <li>2. Local community involvement (Consultative Committee)</li> <li>3. Level of service of infrastructure accountable and safeguarded tourist interactions</li> </ol>	

**Activities:**

7. Remodelling of HWHAMA	7.1. Revision of the HWHAMA Act and approbation of its rules and regulations
	7.2. Constitution of the HWHAMA Board and the Local Consultative Committee
	7.3. Creation of a Tourism Technical Unit articulated with the other Technical Units
8. Statutory legitimacy of the Tourism Strategy	8.1. Revision of the Hampi Master Plan 2021
9. Financial capacities	9.1. Institution of a common ticketing
	9.2. Institution of taxes on tourism consumption
10. Tourism regulations	10.1. Establishment of an authorization process
11. Understanding of the institutional framework	11.1. Publication and dissemination of a leaflet describing the roles and responsibilities of stakeholders involved in the area
12. Enforcing local capacities and sharing experience	12.1. Membership to the Indian Heritage Cities Network (IHCN)
13. Strengthening traffic and transportation system	13.1. Infrastructure Development
	13.2. Junction improvements to identify the existing geometric deficiencies for improvement of mobility in the access points.
	13.3. Development of high resolution GIS system to provide multi access to the administrators and road users
	13.4. Trouble call management system to develop HELP spots and facilitate road users in providing police and hospital services in emergency situations

**Scenario 2: Pressure on the Core Zone of the WHS**

**Touchstone Principle (key concepts):**

- Distribution of tourism services in Buffer and Peripheral Zones, leading to de-densification of the Core Zone
- Socio – environment, economically beneficial and safeguarded heritage area

**Strategy:**

1. Distribution of tourism services in Buffer and Peripheral Zones
2. Heritage sustenance, pedestrian friendly and attractive zones of tourist priority

**Activities:**

14. Distribution of the tourism services	14.1. Tourism Carrying Capacity Assessment
15. Accessibility to the cultural attractions and within the HWHA – Operational, Safety and security fencing	15.1. Development of micro level grid analysis frame for topography / terrain and material characterization to account for the design aspects
	15.2. Barcode enabled visitor system to track the tourists visiting the heritage structures in HWHA
	15.3. Barcode enabled auto debit voucher monitoring system to facilitate the tourists and monitor the income generated through tourism
	15.4. RFID based vehicle load/ foreign visitor tracking system to determine the alternative parking locations and track the foreign tourists
	15.5. Vibration tracking system to monitor the heritage structures with the prevalent traffic and propose vehicle movements and loading.
	15.6. Camera enabled monitoring system of heritage properties/ tourist/ temple monitoring system to track the visitor movement and heritage assets
	15.7. Burglar system / Boat tracking system to track the visitor movement and maintain accountability of boat travel and trips made in boats.

**Scenario 3: Tourism Competitiveness**

**Touchstone Principle (key concepts):**

- Diversification of the tourism supply
- Totally compatible transportation system attractive to heritage area

**Strategy:**

1. New tourism product portfolio and tourism circuits
2. Increase tourism service quality
3. Develop skills and competences of tourism supply
4. Local community involvement (Social, economic and environmental protocols)
5. Environment and economic compatible transportation system

**Activities:**

16. Strengthening of the tourism SMEs	16.1. Technical Assistance Fund for promoting the development of the cultural tourism supply (tourism products, itineraries and circuits)
	16.2. Technical Assistance Fund for the development of Tourism Organizations and/or Associations
	16.3. Quality development
17. Improving / developing tourism services	17.1. Promoting mixed public/private investments (Pilot projects for detonating cultural tourism supply)
	17.2. Basic infrastructures and equipment fund for tourism development
18. Investment in HWHA	18.1. Organization of a “Tourism Development Round Table”
19. Social integration through culture and tourism and new job opportunities	19.1. Development of sustainable tourism protocols
	19.2. Diversification of traditional sectors (for instance, agriculture) integrating cultural and tourism activities
20. Tourism promotion and Marketing	20.1. Branding Strategy – Conception, design and launching of a new image of the Cultural and Tourism District
	20.2. Promotion and Marketing Activities (fairs, press-tours, workshops, etc.)
	20.3. E-Commerce and Sustainable Cultural Tourism Development Platform
21. Supportive infrastructure development and online monitoring	21.1. Parking nodes identification
	21.2. Sustainable integration of parking nodes
	21.3. Vehicle tracking system

**Scenario 4: Interpretation and Conservation**

**Touchstone Principle (key concept):**

- Interpretation supported by strong pillars of documentation of the past interventions, current implementations and material research, thereby, emphasizing the authenticity, integrity & OUV of HWHA

**Strategy:**

1. Interpretation supporting the preservation of the Outstanding Universal Value of HWHA and based on delivering community benefits, cultural access and representation
2. Effective Interpretation shall engage, involve, educate, challenge and entertain both visitors & stakeholders of the HWHA
3. Inter-connection between cultural, natural and living heritage

**Activities:**

22. Strengthening of local cultural industry competitiveness	22.1. Technical Assistance Fund for promoting cultural industry development in HWHA
23. Understanding of the cultural attractions	23.1. Information system for Cultural heritage
	23.2. Empowerment of site museum
	23.3. Interpretation Centre & Interpretation Points
	23.4. Organization of dedicated seminars and workshops about cultural heritage and traditions
	23.5. Interpretation guides for the restoration
	23.6. Production of interpretation tools
	23.7. Reorganization and optimization of the interpretation studies and researches already available
	23.8. Creation of a Water System Network through the implementation of various projects

## **4. Traffic and Transportation Perspective**

### **Introduction:**

Travel is an intrinsic part of tourism, transport providing the essential link between origin and destination and facilitating the movement of visitors. Thus, transport is essential to ensure all areas of tourist location can be accessed by tourists and is one of the key elements of the overall tourism product at a destination. Relationship between tourism and transportation can be derived from the concept of tourism as a generator of travel demand and transportation as the key to access major tourist locations. Transportation can be a critical element of the operation of visitor attractions and of supporting activities. Effective transportation planning can also produce appropriate solutions for balancing the traffic needs of the tourists during peak tourism seasons and special occasions.

Tourism activity in Hampi, Karnataka, India caused Haphazard and unplanned growth of the region, which became more complicated in the core area where the major Tourist attractions like Virupaksha temple are present. Today, considering the rapid development and future potential tourism activity, there is an increasing pressure on land, water and environment. This pressure of continuously growing population and tourists results in overcrowding and becomes burden to limited civic cycle amenities which demands a need to match the travel demand with the supply attributes. This development gives rise to enduring, sensitive and at times controversial land use issues and transportation problems of safety, congestion, accidents, parking, management and enforcement.

### **Problem context:**

Tourism has been identified as one of the key economic sectors to support long term growth of the area. Hampi World Heritage Area (HWA) located in Karnataka state, India comprises of 29 villages with some of the heritage buildings and historical monuments. More than 1000 tourist trips / day are expected in the core area. In peak seasons from November to January, more than 3 lakh trips / day are expected. The tourism activity in Hampi brings out the positive and negative impacts on the economy such as employment generation, improvement of standard of living of people, improved connectivity etc and at the same time leads to traffic congestion, air quality deployment etc. The issue becomes complicated to cater to the needs of the local people as compared to long distance travelers.

It is proposed to develop a tourism strategy in the Hampi World Heritage Area to bring out the balance between the preservation of heritage and development needs of local people. The strategy development from Traffic and Transportation perspective shall aim for the coordination of routing patterns and Intermodal coordination in Greater Tourism area with the buffer area and the core areas of HWHA. This involves the study of the existing scenarios with respect to the demand and supply and assessing the impact of the tourism activity cross-sectional at each level. An attempt has been made to develop a strategic approach to conserve the tourist and existing cultural/occupational activities from transportation perspective. A link between tourism, transportation and economy is developed as a part of the study.

**Tourism friendly transport environment:**

In order that a more user-friendly transport environment conducive to tourism development is devised, close attention should be given to the following areas at the more detailed planning level:-

- need of well-integrated public transport facilities as far as possible at major tourist attraction nodes;
- to promote tourism, major tourist attraction nodes should be linked up by convenient public transport. To facilitate easy access, proper signage, route map and tourist information should be put up where appropriate.
- creating pedestrian-friendly environment to promote comfortable walking and shopping;
- promoting the use of environmental friendly transport to improve the quality of environment and thus enhance the travel experience of tourists;
- making use of advanced transport information system to assist visitors to go around the region and
- providing advanced multi-lingual tourist information system at major attraction nodes such that tourists could obtain relevant travel information such as transport services, lodging, routing, mode choice and location of attraction.

**Objectives of the study:**

This study is aimed to study on traffic and transportation issues which lead to improvement of tourist activity. The following are dealt in specific

1. Traffic mobility levels and their composition level with traffic loadings.

2. Transportation linkages analysis and identification of transportation corridor for tourist traffic, regional traffic and local traffic.
3. Obligatory issues related to access, connectivity and mobility levels.
4. Parking locations to promote environment, sustenance in core area.
5. Characterization analysis of infrastructure and demand interaction at core, traffic, pedestrian zones.
6. Transportation scenarios in greater Hampi study area covering all the trip attraction from different states, districts and foreign trip makers.
7. Inter module coordination levels for an effective mobility, connectivity and access.
8. Traffic management scenarios and planning issues related to extreme travel demand on special occasions.
9. Traffic control aspects attempted through junction improvements, routing patterns.
10. Optimal locations for inter transport linkages covering Rail transportation and road transportation.
11. Fractal analysis on road infrastructure, landuse, socioeconomic characterization for furtherance of research/decision making on environment, economic, social, safety and security sustenance in HAMPI (World heritage area)
12. Identification of high speed and regional corridor at spatial level for regional transport interactions.
13. Development of intersection system of tourism and transportation system currently available catering to the future demands
14. Assessment of effect of tourism demand on transportation system performance
15. Development of strategies for intermodal coordination and inter area road network with intra area network
16. Improvements for sustainable transport and tourism in the area
17. Development and identification of alternative road network in the core area of tourist activity in Hampi for preservation of cultural , historic and environmental assets.
18. Competing travel demand needs of local people and visitors
19. To reduce the impact of traffic and create a more attractive environment for walking and cycling; and
20. To promote the green tourism agenda by reducing the destruction to heritage structures and promoting non motorized traffic.

21. Alleviating traffic congestion and air quality concerns near tourist attraction places.
22. Creation of better access and mobility to meet the special needs of travelers.

## **5. Comprehensive Conservation Plan**

### **Executive Summary**

The Comprehensive Conservation Plan document was prepared over a period of one year starting June 2010. During the period, the team has concentrated on the preparation of the Information Management Plan which formed the basis of the preparation of the other plans: Protection, Maintenance and Management Plans. This report consists of recommendations that have been developed based on the secondary sources that were provided by the ASI, Bangalore circle, HWHAMA and periodic site visits. The research, documentation and recording were conducted for ten months (June 2010 – March 2011) and the same has been submitted in the form of monthly reports to the ASI, HWHAMA and DAM. These reports need to be referred to for any information other than recommendations provided here (TOC's of all the reports have been annexed). References to the documentation standards, recording, conservation plan etc of other World Heritage Sites and sites with a high standard of working methods have helped form this plan document. It is important to take up all the steps in a systematic manner i.e. starting from updated information in order to arrive at efficient site management, maintenance and protection. It should also be noted that this plan needs to be updated periodically.

### **A brief note on the Comprehensive Conservation Plan (CCP)**

The Comprehensive Plan Document (CCP) as specified in the Hampi Integrated Management Plan (IMP) is the central document whose scope is the conservation, protection and management of all cultural resources of the Hampi World Heritage Site (HWHS) in a comprehensive manner. In this plan all recommendations will be aimed at safeguarding the interests of all cultural resources (protected or unprotected), hence beyond monuments, that contribute to the Outstanding Universal Values (OUVs) and the integrity and authenticity of the HWHS. It will dovetail the requirements of all the stakeholders in the area, keeping the priority as heritage.

The CCP is a 5 years period plan, which will provide common philosophy and guidelines, techniques and standards, roles and responsibilities, mechanisms for management etc to be followed by the Joint Heritage Management Programme (JHMP), comprising of the Archaeological Survey of India (ASI), State Department of Archaeology and Museum (DAM) and the Hampi World Heritage Area Management Authority (HWHAMA) for all actions

pertaining heritage to physical maintenance of the HWHS is only to be undertaken only by the mandated agencies, namely the ASI and DAM where the HWHAMA updated information. References to the documentation standards, recording, conservation plan etc of other World Heritage Sites and sites with a high standard of working methods have helped form this plan document. It is important to take up all the steps in a systematic manner i.e. starting from updated information in order to arrive at efficient site management, maintenance and protection. It should also be noted that this plan needs to be updated periodically.

The area of application of the CCP encompasses the Core Area and the Local Planning Area (LPA) which includes the Core and Buffer Zones (Refer to Map of Extents of the Site) in the first phase (HNHR) and the entire Hampi National Heritage Region. The Comprehensive Conservation Plan document was prepared over a period of one year starting June 2010. During the period, the team has concentrated on the preparation of the Information Management Plan which formed the basis of the preparation of the other plans: Protection, Maintenance and Management Plans. This report based on the secondary sources that were provided by the ASI, Bangalore circle, HWHAMA and periodic site visits. The research, documentation and recording were conducted for ten months (June 2010 – March 2011) and the same has been submitted in the form of monthly reports to the ASI, HWHAMA and DAM.

## **6. Landscape Study**

The historical development of Hampi and its relation to the larger landscape systems is an illuminating example of a bustling metropolis in perfect sync with its immediate nature. Whether it is the visual or the physical aspect, driven by resource or function, each component of the built heritage of the erstwhile capital city of the Vijayanagara Empire is carefully modulated so as to cause the least conflict with the rhythms of natural world.

Interpretation of extent ruins, analysis of watershed, mapping of pits, excavations and structures, digital terrain models – all worked in tandem – reveals not only an intricate understanding of natural systems and flows but more importantly, the ability to use these parameters in a manner that renders the urban pattern conflict less and sustainable.

By understanding the topographic characters of the area and following the natural drainage patterns, the builders of Vijayanagara patterned and tailored the urban cores to ensure long term water security in the semi-arid environment of the region.

Throughout the expanse of the capital city, it is not standardized models and solutions that determine urban patterns; rather, the patterns are tailored specifically to the terrain with myriad solutions for managing, harvesting and storing water.

### **Hampi World Heritage Site**

Characteristics that, define the landscape of Hampi World Heritage Site impart the area its specific and very unique nature. Interconnected components of both the natural and the physical – including hydrology, geology, topography, vegetation, hills and boulders areas, water features, views and vistas, etc form an integral part of the scenery which has influenced the historical development of the site.

Hampi WHS being an integral part of the living landscape with villages agricultural fields and pilgrimage centers means that any intervention will not only have to be faithful to the past but also remain equally sensitive to contemporary demands. In addition, one has to contend with the relatively new but increasingly important characteristic that tourism has brought to the region.

The seemingly contradictory issues for preservation of the physical environment, conservation of the cultural & visual landscape, restoration of authentic setting of the site and contemporary challenges need to be addressed in an equitable and balanced manner.

## **How to preserve Hampi WHS landscape?**

### **Topography**

- Forbid all development in rocky and hills areas. Protect boulders from being blasted, quarried and defaced.
- Envisage development on flat on gently sloping lands so as to minimize soil erosion and reduce impact on natural drainage.
- Maintain natural terrain with minimal recourse to cutting, filling and no embankment.

### **Watershed**

- Maintain existing drainage patterns.
- Protect natural catchments areas.
- Avoid obstructions of natural water movements.
- Stabilize steep slopes to stop soil erosion and siltation of water bodies.
- Ensure proper health of the land, watershed performance and protect lands downstream.

### **Water resources**

- Maintain adequate soil porosity throughout the landscape.
- Arrest depletion of ground water level.
- Limit the amount of nutrients, the use of soap and water detergents and reduce eutrophication of water bodies.
- Promote water harvesting measures.

### **Biodiversity**

- Preserve ecological sensitive areas like islands and river edge.
- Discourage planting of invasive species.
- Maintain ground cover vegetation to avoid erosion.
- Promote vegetations for its bioremediation properties including arresting silt, absorbing pollutants and reducing run-off velocity.

### **Heritage**

- Avoid obstructions of historical physical and visual linkages.
- Anticipate future excavations.
- Avoid the obstruction of historical water network.
- Integrate the same set of guidelines to historical water features (ponds, channels and drainage links) as applied to built heritage.

**Visual quality**

- Regulate and monitor quarrying activities.
- Protect the existing skyline by limiting the height of new constructions.
- Integrate electrical lines, pylons and antennas to not disturb long distance views.
- Preserve the river edge and water bodies from development.

**Agriculture**

- Reduce the use of chemical pollutants and pesticides and promote organic fertilizers.
- Grow low visual impacts crop in proximity of heritage.
- Avoid wet crops where buried monuments are suspected.
- Avoid fragmentation of agriculture.

**Spatial organization**

- Avoid urban sprawl and promote development in continuity of existing settlement.
- Design development synchronous with the existing spatial fabric (roads, lanes, open spaces, built form).
- Follow local architecture characters.
- Regulate waste dumping.

## **7. Resettlement and Rehabilitation Plan**

### **Project Background**

Hampi, located in the Hospet Taluk, Bellary District, Karnataka; is one of the 29 Villages falling under the Jurisdiction of Hampi World Heritage Area Management Authority. In historical times, this place was known as Virupakshpura or Virupaksha Pete and was part of a larger urban area during Vijayanagara period playing the role of a Sacred center along the River Tungabhadra. The Pura or Pete comprises of a Temple and a Bazaar as the main elements, which in the Case of Virupaksha pura has the Ratha Beedhi (Bazaar) and Virupaksha Temple around which various activities used to happen. It was recorded that the streets of Virupaksha Bazaar was well known for the trade and commerce selling various precious stones etc. The Virupaksha Temple is known to be in existence from 10<sup>th</sup> Century itself i.e. before the establishment of the Vijayanagara kingdom and hence has more significance. After the fall of the Vijayanagara Kingdom, the Virupaksha temple continued to be in use till date and is a popular pilgrim place for the people in Karnataka.

In the year 1986, the Archaeological Ruins and Monuments of the erst while Vijayanagara Kingdom, were nominated as a World Heritage Site by the Central and State Governments. Until the site was declared as a World Heritage Site in danger in 1999, no major management initiatives were taken by the Government and in the year 2002 Hampi World Heritage Area Management Authority Act was passed in the State Assembly and an Authority was established. One of the main reason for the site to enlisted in the endangered list by UNESCO is the uncontrolled and unplanned development happening in the World Heritage Site effecting the Outstanding Universal Values of the site. Hampi village is one of such places which contributed to the decision of World Heritage in Danger, where illegal constructions, encroachments happened in the past primarily due to the commercial interests and opportunities.

Currently, Hampi is a settlement with a population of 4000 and is governed by the Village Panchayat. Until the early 1990's, the very few people used to reside at the place. They were mainly into agriculture or few commercial activities related to the visitors to the Temple. From 1990, various encroachments and illegal constructions have taken place in and around the Protected monument area, Prohibited area and Regulated area designated under the State and Central Archaeological Acts.

### **Prior Rehabilitation efforts**

In the year 1956, the estate officer appointed by the District Collector, Bellary has identified 38 owners and currently there are 171 Commercial and Residential establishments including the above 38 properties. There were 3 rehabilitation efforts in the past. One of the first was to shift the people residing in huts within the outer courtyard of the Virupaksha Temple were shifted out into the Bazaar Mantapas. The second was to shift the people from the Mantapas to a plotted layout behind the Bazaar Mantapas. The third was to shift from the Bazaar Mantapas and the surrounding areas to Prakash Nagar behind Virupaksha Temple. However, in all the above three mentioned no comprehensive approach was taken to do the Rehabilitation and instead remained as an incomplete task and led to current situation.

### **Action taken**

After the establishment of Hampi World Heritage Area Management Authority (HWHAMA) and transfer of the Virupaksha Temple and Bazaar Mantapa from the State Protection to Central Archaeology Protection, various measures were initiated by both the agencies to find a solution which is acceptable and practical to all the stakeholders involved. Detailed documentation (Photography, Total station and measured drawings were taken up) and 100% Socio Economic survey was conducted to prepare a comprehensive Rehabilitation Proposal.

### **Decisions taken**

**UNESCO** in its various mission reports related to Hampi and the following decisions of the World Heritage Committee (**WHC**) in the last 10 years has stressed the importance of removing the illegal encroachments and constructions in the Hampi World Heritage Site.

**Cabinet Subcommittee** constituted by the Government of Karnataka for the Celebrations of '*500 years of Krishnadevaraya Coronation*', has taken a decision to remove all the encroachments and illegal constructions in Hampi Bazaar. (The Minutes of the Meeting held on 22-07-2009 is enclosed). A Government Order with regard to the same is also under the process of issue.

In various review meetings of **Integrated Management Plan (I.M.P)** (A policy document defining the Management of Hampi World Heritage Site) under the chairmanship of Director General, Archaeological Survey of India (A.S.I) it was decided to rehabilitate the encroachments and unsuitable commercial activities in the Hampi Bazaar.

2. The Implementing Agency (IA), Hampi World Heritage Area management Authority will be responsible for conducting the social assessment and formulating RPs. The draft RPs will be disclosed to the affected persons (DPs) and submitted to ADB for review and approval prior to award of civil works contracts. Compensation and other assistances will have to be paid to DPs prior to commencement of subproject construction activities.

### **Objectives**

3. This Resettlement Plan (RP) is specific, which outlines the extent of impacts due to improvements on communities and the mitigation of the potential impacts. It details necessary implementation procedures for resettlement and rehabilitation. This RP is prepared in accordance with the stipulations and guide-lines provided in The National Resettlement and Rehabilitation Policy 2007 and The Asian Development Bank's Safeguard Policy Statement 2009. Within this given background the objective of RP is:

- a. To Identify adverse impacts and determine how they could be overcome or substantially mitigated;
- b. To present the entitlements for the affected persons for payment of compensation and assistance for establishing the livelihoods and ;
- c. To present an action plan for the delivery of compensation and assistance in accordance with the policy adopted for the project.
- d. To prepare an action plan for the project affected people for improving or at least retaining the living standards in the post resettlement period.

## **8. Cultural Impact Assessment Study**

### **Preamble**

Located at a distance of 350 Km to the north of Bangalore, Hampi World Heritage Site (WHS) spreads over 236 sq.km. spanning across the two administrative districts of Bellary and Koppal. Hampi is 15 km from Hospet and 60 km from Bellary. The report on “Cultural Impact Assessment” of the proposed bridge across the Tungabhadra has been commissioned by the Karnataka Road Development Corporation Ltd to assess potential impacts on the cultural values and resources of the heritage site of Hampi.

The proposed bridge across the Tungabhadra River is located between the settlements of Kadebagilu-Bukkasagara and starts at a distance of 1.4 km from Kadebagilu village (Koppal District-Gangavathi Taluk) on the north bank of the river. On the south side of the river, it connects with the junction at Kampli-Hospet road near Bukkasagara village (Bellary District-Hospet Taluk).

Hampi WHS covers not only ancient monuments and ruins for the 14<sup>th</sup> century capital of Vijayanagara embedded within a landscape of hillocks and Tungabhadra river, but also 29 villages and a town. Popularly known as capital of the Hindu Empire of Vijayanagara which ruled peninsular India during 14<sup>th</sup> and 16<sup>th</sup> century AD, the site has a rich and long history dating to 8<sup>th</sup> century as recorded events and associated with the Hindu mythological landscapes.

In 1986, a group of 56 monuments under the protection of the Archaeological Survey of India (ASI) was inscribed in the UNESCO World Heritage List. Other than the monuments inscribed in the list, all others in the region are under the protection of the State Department of Archaeology and Museum. The Hampi World Heritage Area Management Authority (HWHAMA) was created in 2002 as the mandated Local Planning Authority.

The “Cultural Impact Assessment” of the proposed bridge is based on the preliminary studies and Detailed Project Report produced for the KRDCCL by M/s.India International Infrastructure Engineers Ltd (IIIE) in January 2012.

### **Need and Scope of Cultural Impact Assessment**

Being a living heritage site with more than 60,000 inhabitants, interventions within the Hampi World Heritage Site should not only recognize the cultural and natural significance of the area but also the intangible aspects of heritage. If the proposed bridge and its mobility patterns do not comprehensively address the issues of heritage, development and environment, it would likely

cause negative impacts that could compromise the integrity of the World Heritage Site and the attributes of its outstanding Universal Values by generating;

- Un-anticipated traffic flow within the core zone of the World Heritage Site and at immediate proximity of the cultural precincts.
- Obstruction of visual and physical linkages between monuments, landscape features and settlements.
- Impact on historic structures that could compromise their integrity
- Conflicts with local communities whose cultural patterns may be impacted
- Degradation of the river edge and other natural resources.
- Degradation of the visual quality of the site.

To address such threats, both positive and negative changes implied by the proposed bridge across the Tungabhadra river should be assessed considering the cultural and natural values as well as the living heritage in the area. The Cultural Impact Assessment proposes an integrated approach that;

- Takes cognizance of existing and future mobility patterns within the Hampi World Heritage Site.
- Identifies heritage features and their physical /visual linkages and ensuring their protection.
- Documents salient aspects of living heritage and local culture.
- Anticipates short, medium and long term impacts on environment (river edge, visual quality, etc)
- Supports existing and future tourism circuits that will benefit from the bridge across the river.

The output of the Study should help inform both the development and design processes in a pro-active manner so as to ensure the preservation of integrity of the site while addressing local development needs.

### **Methodology**

The cultural Impact Assessment is effectively delivered by taking cognizance of various projects and proposals already under consideration in the Hampi World Heritage Site. The large number of studies, documentation and proposal made by various stakeholders over the years have been integrated to assess the foreseeable changes of the proposed bridge on the cultural

values of the Hampi WHS. Alongside is a list of documents, studies and reports recently conducted or released that have been considered for the “Cultural Impact Assessment”.

In addition, research, documentation and archival materials have been studied and relevant information integrated within the Cultural Impact Assessment. An extensive list of references is presented in the last section “Bibliography” of this report.

The study has been supported by field visits and observations conducted during the months of July and August 2012 to document the location of bridge alignment and the cultural resources likely to be affected in the vicinity of the bridge.

## **9. Disaster Risk Management Plan for Hampi World Heritage Site**

### **Background :-**

The World Heritage Site of Hampi is the erstwhile capital city of Vijayanagara Empire of 14th to 16th century AD located in the Tungabhadra basin in Northern Karnataka falling within the jurisdiction of Bellary and Koppal districts. The site consists of an ensemble of living temples, magnificent archaeological remains in the form of elaborate sacred, royal, civil and military structures as well as traces of its rich lifestyle, all integrated with the natural setting. The cultural value of the site is also reinforced by living traditions, rituals, occupations as well as arts and crafts.

The site is spread across an area of 41.8 sq. kms and the buffer zone around it is 194.2 sq. kms totaling 236 sq kms which is the local planning area of Hampi World Heritage Area Management Authority. Archaeological Survey of India (ASI) has 56 monuments under its protections and many other historic structures are under the protection of Department of State Archaeology and Museums. There are 29 settlements in the core and buffer zones of which some are historically significant.

The World Heritage Site and its buffer zone have been exposed to various kinds of hazards that have caused adverse impact on the safety of human lives, livelihoods as well as values of the site. One of the primary source of hazard is heavy rainfall that has lead to flooding of Tungabhadra and breaching of canals resulting in submergence of agricultural fields and residential areas causing loss of life and livelihood. Tungabhadra dam are opened or water gushes down into valleys after heavy rainfall. Other hazards include fire, rock fall, vandalism and theft. Moreover there is increasing threat of terrorism calling for adequate security measures at the site. Besides they have also caused damage to various heritage components including historic structures, canals and buried archaeological properties. The site is also prone to slow and progressive hazards which are natural such as weathering and erosion as well as human induced such as looting and mining.

Risk Management Plan aims to prevent or reduce the negative impacts of various hazards on the World Heritage Property. It is primarily concerned with reducing risks to the heritage

values embedded in the property; its authenticity and integrity but also to human lives, physical assets and livelihoods.

Considering these vulnerabilities, it is very important that site staff is adequately trained to prepare for emergency and respond to such emergency situations through necessary equipments and procedures for evacuation, rescue of visitors as well as salvage of heritage and emergency treatment to prevent further damage to heritage. It would also require a close coordination with external emergency services such as fire brigade, police, health and municipal departments such as water and electricity. These activities would help in developing emergency preparedness and response plan as part of the overall disaster risk management measures to be eventually integrated into site management system.

However, in order to start the process, it is crucial to build the capacity of local staff so that are well prepared to effectively respond and undertake assessment of needs for equipments and procedures necessary for the same

### **Preliminary Site Observations**

1. As noted before heavy rainfall during monsoons is one of the main hazard at the site, which has been inundated with devastating floods in 2006 and 2009 causing massive loss of property and livelihoods. Rise in water levels in river Tungabhadra and breaching of canals results in submergence of large areas of the site under water for days causing damage to standing heritage buildings as well as buried archaeological properties. Also due to unique topography of site water gushes along slopes of the hills into the valleys thereby causing flash floods and damaging heritage structures. For example in 2009 floods, a part of the compound wall of Achyutraya temple collapsed due to water rushing down from Matanga Hill. Breaching and damage of historic embankment of Kamalapura Tank was also seen during these floods.
2. Due to heavy rains at the site, number of vernacular houses in Hampi and Anegundi village have either partially collapsed or have been significantly damaged. These houses are constructed of brick or random rubble laid in mud mortar and have a roof of Abestos sheets or Cuddapaha slabs with a layer of earth covering over it. Such constructions are especially vulnerable to rain water especially if these are not maintained on regular basis as has been the case here due to poor economic status of many inhabitants. It was

observed that rain water had entered in to the houses, and profusely leaking houses were provided with plastic sheets and mats as an attempt in vain to stop seepage of water.

3. Incidents of vandalism and theft have been reported from the site. In fact many sculptures and fragments of historic structures that lie scattered throughout the site are highly vulnerable to looting. Recently special cameras have been installed at various vantage points in the site through which observations can be made through web. However it was felt that there is general lack of coordination between security staff and various agencies. Effective action through this monitoring system would require adequate communication and coordinated response mechanism.
4. Several fairs and festivals such as Hampi festival take place in the Site during which thousands of pilgrims and tourists throng the site. During this period visitors occupy vacant places in the site, which include heritage structures. In the absence of well coordinated crowd management, there is great risk of stampede and damage to heritage structures and of course there is higher danger of theft during this period.
5. Quarrying and mining has been going on in the buffer zone of the site. Although this practice has been largely controlled through strict monitoring, there are still incidents of quarrying and mining that pose risk to the natural landscape features and cause water and air pollution besides resulting in vibrations that may damage heritage structures.
6. As general agricultural practice, the sugarcane fields are put on fire. This poses risks to heritage properties that are located in the middle of agricultural fields.
7. The site is dotted with rocky outcrops and boulders. Many of these boulders are precariously situated and there is risk that they may fall down due to vibrations or after heavy rains thereby posing risk to the safety of visitors and staff.
8. There is also a risk that use of water for irrigation may cause damage to heritage structures located in the middle of agricultural fields.
9. Besides there are slow risks to heritage structures due to weathering, growth of vegetation and traffic vibrations especially along the main roads (including bypass road) passing through the area.

### **The Scope of Risk Assessment**

Above mentioned site observations show that the site is exposed to various natural and human induced hazards that are both momentary and slow. One can not underestimate the risks due to slow and progressive hazards as they are primary contributors to vulnerability and long

term risks. However addressing these hazards would require a preventive conservation approach that seeks to adopt various maintenance and monitoring mechanisms and proactive conservation techniques that would reduce the impact of these hazards. However the scope of risk assessment to be undertaken for this project would be primarily concerned with identification of risks to the site and its heritage attributes from momentary hazards that may cause disasters that are beyond the coping capacity. In the case of Hampi, these are mainly:

- a. Heavy rainfall
- b. Vandalism and looting and
- c. Fire

Although there are no recent instances of earthquake damage at the site, it would be worthwhile considering earthquake since peninsular India is increasingly recognized as seismically active although to a lesser extent than other regions in the country.

## **10. Infrastructure Plan** (Under preparation)

### **Background :-**

The World Heritage Site of Hampi is the erstwhile capital city of Vijayanagara Empire of 14th to 16th century AD located in the Tungabhadra basin in Northern Karnataka falling within the jurisdiction of Bellary and Koppal districts. The site consists of an ensemble of living temples, magnificent archaeological remains in the form of elaborate sacred, royal, civil and military structures as well as traces of its rich lifestyle, all integrated with the natural setting. The cultural value of the site is also reinforced by living traditions, rituals, occupations as well as arts and crafts.

The site is spread across an area of 41.8 sq. kms and the buffer zone around it is 194.2 sq. kms totaling 236 sq kms which is the local planning area of Hampi World Heritage Area Management Authority. Archaeological Survey of India (ASI) has 56 monuments under its protections and many other historic structures are under the protection of Department of State Archaeology and Museums. There are 29 settlements in the core and buffer zones of which some are historically significant.

### **Infrastructure Plan**

- Physical infrastructure development – provisions for water supply, electric supply and sewage disposal and telecommunication facilities.  
Tall telecommunication towers and antennae will not be allowed in Archaeological Park and remaining core zone.
- Social infrastructure development – primary schools, clinics and dispensaries (including 24 hour emergency health facilities), etc
- Special infrastructure development – essential services for visitors:
  - \* Drinking water kiosks
  - \* Toilets
  - \* information kiosks
  - \* signages
  - \* Rural Tourism scheme – Atithya that utilizes existing traditional houses to accommodate guests.
  - \* Select boarding and lodging facilities especially for economically backward visitors/pilgrims.

**MASTER PLAN  
FOR  
HAMPI LOCAL PLANNING AREA**

**Phasing, Finance & Implementation**

## **1. MASTER PLAN FOR HAMPI LOCAL PLANNING AREA**

### **Phasing, Finance & Implementation**

#### **Phasing**

Phasing is only for providing infrastructure facilities and the execution part of Master Plan has to be carefully and systematically programmed to achieve continuity and integration in development. The plan period is conveniently divided into two phases.

Hampi Master Plan is prepared for the year 2021 AD the first phase period is proposed upto 2011 AD and the second phase period is proposed up to 2021 AD. Infrastructure and other facilities has to be developed and upgraded for the existing developed area by 2011 AD. Excluding the present developed area remaining area has to be developed by 2021 AD in the next Phase.

#### **Finance**

##### **A. Land Acquisition:**

For the effective implementation of the proposals made in the master plan of the Hampi, the acquisition of the land earmarked for public and semi public, parks, play ground and open spaces and public utilities will have to be acquired to provide for the basic amenities proposed in the plan for the growing population. The total area proposed for public & semi public use in the Master plan is 319.51 hect. The additional area required to be acquired for the said purpose is 44.81 hect. The total area proposed for park, open spaces and play ground is 97.71 hect. The existing area under this component is 29.22 hect. The additional area proposed for the purpose is 68.49 hec. The total area proposed for transportation & communication is 139.71 hect whereas the existing area under this component is 14.6 hect. The additional area required for proposed roads including widening of existing roads is 125.11 hect. The total area proposed for Residential use is 158.66 hect, whereas the existing area under this component is 113.82 hect. The additional area required for the purpose is 44.81 hect. The total area proposed for commercial use is 14.16 hect. The additional area required for the purpose is 2.59 hect.

The total area proposed for acquisition works out to be 406.05 hect as per the proposals in the Master Plan.

## B. Financial Implication:

Implementation of any plan involves finance. The implementation of Master Plan includes development of various use areas envisaged in the plan. The development of the town includes the cost of the land acquisition and development of infrastructure in various use area. As implementation part of Master plan has to be done by various agencies (Private participation and public sector involvement) at different stages.

To implement any plan, it is necessary to work out the cost involved for the proposals made in the Master plan. Accordingly and estimate is drawn up which requires nearly 8124.2 Lakhs out of which more than 50% of the amount will have to be generated by Government & Semi-Government organizations and the remaining has to be generated by the private sector.

The estimated costs involved in various uses are calculated as follows:

**Table 5 – Cost of the implementation**

Sl.No	Land use	Proposed area hect.	Existing area hect	Area required in hect	Land acquisition rate in lakhs	Approximate cost of land acquisition	Add rate of land development in	Approximate cost of development in	Total
1.	Residential	158.63	113.82	44.81	5	224.05	15	672.15	896.2
2.	Commercial	14.16	11.57	2.59	-do-	12.95	-do-	38.85	51.80
3.	Industries		0.42	0	-do-		-do-		
4.	Parks, Open spaces, Play & burial grounds	97.71	29.22	68.49	-do-	342.45	-do-	1027.35	1369.8
5.	Public and Semi-public	319.51	154.3	165.21	-do-	826.05	-do-	2478.15	3304.2
6.	Transportation, Communication	139.71	14.6	125.11	-do-	625.55	-do-	1876.65	2502.2
	Total	729.72	323.93	406.21		2031.05		6093.15	8124.2

Total cost involved in land acquisition: 2031.05 Lakhs

Total cost of development in all sectors: 6093.15 Lakhs

**Grand Total: 8124.2 Lakhs**

It is not possible for any one public agency to meet this demand. External funding agencies, Private sector participation, Tourism sector and Development agencies will have to be co-opted to meet the demand required for the implementation of the Master Plan proposals.

### **Implementation**

All planning will be a failure if sustained efforts are not made to enforce and implement the master plan for the Hampi Local Planning Area. There are various provisions regarding control of development and use of land contained in the KTCP Act of 1961 Hampi World Heritage Area Management Authority Act 2002, Municipal Act, Panchayat Act, Housing Board Act, Public Works code, etc., in implementing the plan. The coordinated approach is the only solution for the conservation and planned development of the planning area.

For the effective implementation of the Master Plan various agencies are identified and shall be involved in the process.

SL No	Name of agency	Description of schemes
1.	Hampi World Heritage Area Management Authority, Town & Village Panchayats	Improvement schemes, Town/Village extension schemes, Formations of roads, Development of land for commercial use, Civic amenities and Traffic improvement schemes.
2.	Karnataka Housing Board	Development of land for residential use.
3.	Public Works Department & National Highways Department	Formation of Highways, roads, Construction of Quarters for Govt. Employees, Construction of building for various departments and Traffic improvement schemes.
4.	Karnataka Urban Water Supply & Drainage Board, Zilla & Taluk Panchayat	Formulation and implementation of Drinking Water supply and Under ground drainage schemes.
5.	KPTCL	Electricity supply and maintenance
6.	Education Department	Construction of schools and educational institutions.
7.	Horticulture and social forestry	Plantation of trees and maintenance of greenery
8.	Archaeology Department	Conservation & Preservation of monuments & its surrounding areas.

### **Enforcement and implementation:**

As required under Sec 14 of KTCP Act 1961, the process of implementation of Master Plan involves legal, financial and administrative aspects; where the Hampi World Heritage Area Management Authority is incharge of the functions to prepare the plan, Kamalapur Town Panchayat and the Village Panchayats are the agencies for enforcement and implementation of the plan. The success of enforcement and implementation of the plan depend upon the co-operation and co-ordination between various planning, enforcing and implementing agencies.

### **Enforcement of zonal Regulations:**

Zonal regulations are intended for controlling the use of the land and are also intended to prevent congestion by prescribing setback around buildings, restricting the heights, coverage, FAR etc., The regulations are also required for sub division of land and for parking spaces to be provided to prevent traffic hazards. The zonal regulations are put under four categories namely;

- i. Regulations to control the use of land
- ii. Regulations governing set backs, FAR etc.,
- iii. Regulations for sub-dividing the land
- iv. Prescribing the width of the roads and parking spaces.
- v. Regulations for heritage buildings/precincts.
- vi. Regulations for the area around monuments & natural areas under Areas of special control.

**SOCIO – ECONOMIC STUDY  
FOR  
HAMPI WORLD HERITAGE AREA**

## 2. Recommendations based on the Socio – Economic Sectoral Study

The Socio-Economic sectoral study was initiated by the HWHAMA in June 2009 and completed on 10 December 2010. Following is a compilation of the recommendations made at the conclusion of the study. The recommendations are followed by a list of elaborations where relevant and the agency responsible for implementation. Each set of recommendations has been accorded a priority based on the criticality of the intervention. It is important to note that these recommendations should not be seen as standalone action points, but have to be integrated with frameworks derived from other sectoral studies as well as the larger development goal for the region.

In the context of the Hampi World Heritage Site, the objectives of the social assessment can be summarized follows:

- Understand the **socio-economic profile** of the HWHHA the **living standard** of people,
- Understand **occupation** patterns and related threats,
- Identify **poverty problems** and **gender issues**,
- Highlight basic **infrastructures needs**,
- Understand inhabitants' relationships with their **heritage**,
- **Highlight conflicts arising as a result of the preservation and conservation and tourism on one the development needs of the area on the other.**
- Based on the above evolve a guiding framework **recommendations** to be incorporated in the Revised Master Plan for the WHS.

**All the recommendations listed below come under the direct purview of the HWHAMA.**

#	Recommendations	Project Cost	Action taken	Remarks
1	Local communities are eager to get involved in the participatory process. This positive cooperation must be seen as encouraging for any future consultative processes to be undertaken in the area. It is recommended to use the records (videos + sounds) of the different Focus Group Discussions (FGD) as valuable inputs during the revision of the Master Plan.	100000	Committees formed	
2	The constitution of local consultative committees (LCC) between the Authority and the local communities can facilitate, as a platform, exchange of information on issues related to development, tourism and heritage and where local communities will not just get informed but can also inform authorities.	NIL	Ongoing	
3	LCCs are recommended to be divided geographically in order to ease their implementation as well as the relations between HWHAMA and local communities	NIL	Completed	
#	Recommendations	Project Cost	Action taken	Remarks
4	It is recommended that the HWHAMA create awareness amongst the local population on its roles and responsibilities as a planning body vis a vis the function of local bodies as service providers. Such awareness can go a long way in promoting accountability in the area.	1000000	Ongoing	

5	As a living site, policies and actions implemented by the Authority shall make sure that the development needs of the local communities are neither compromised nor threatened. It will otherwise increase the gap between local communities, the Authority and tourists. <b>It is strongly recommended that inhabitants residing in the WHS have access to free movement within the site with no taxes or fees levied upon them. Efforts need to be made to distinguish the resident from the tourist.</b>	50000	To be initiated	Pass system is worked out. Yet to be approved
6	It is recommended <b>to translate all the key documents such as the Hampi Master Plan and other related documents into Kannada.</b> The fact that the Hampi Master Plan was realised and published only in English prevents the majority of the population from accessing this information.	300000	To be initiated, Master plan is done	
7	Girls are usually educated till 8th standard, which is on an average the level of education available in each village. To allow girls to go to the next village for higher education, it is recommended to implement policies to supply free bicycles for girls so they can go to school everyday. Similar initiatives have already been implemented in States like Tamil Nadu, Bihar and Orissa.	To be included in the specific line department budget		To be coordinated with the social welfare department
8	HWHAMA should focus on promoting public transport, which will allow children to go to the closest village / town for higher education	To dovetail with existing schemes		To be coordinated with NEKRTC
9	As highlighted during the FGD, inhabitants, especially Women, are willing to attempt training and building capacity program. The presence of 'night schools' in different villages of the area presents an opportunity towards this end. Partnerships between local government and the night schools could be developed to propose adequate training programs.	To dovetail with existing schemes		To be coordinated with Education department
10	It is recommended that the Authority work with the Panchayats to implement government schemes such as "Student Scholarship Scheme" under the Department of Labour for the Children of organized and unorganized workers, or "Pre-matric and Post-Matric scholarships" for vulnerable classes under the Department of Backward Classes and Minorities.	To dovetail with existing schemes		To be coordinated with Education department
11	The biggest challenge towards HIV/AIDS is to raise awareness on the causes, consequences and prevention of the disease. They must become aware on how to protect themselves and access related products and services.	To dovetail with existing schemes		To be coordinated with Medical department

12	It is recommended that the Authority works with <b>the Karnataka State AIDS Prevention Society (KSAPs), through the</b> Health facilities and AngawadiCentres at the local level. Programmatic interventions have been implemented within districts in Karnataka to raise awareness among both Females and Males.	To dovetail with existing schemes	To be coordinated with Medical department
13	Most of the participants to the FGD have mentioned the work done by the <b>NGO Myrada-Soukhyato</b> raise awareness on HIV/ AIDS. As inhabitants are already aware of the MyradaSouhkyaProgramme, it is recommended to pursue the work with this NGO and increase awareness and prevention, especially in villages especially where tourism and pilgrimage are important. As protection is the only mode of prevention, it is critical to make sure that proper ways of protection (condoms) are disseminated in all the villages.	To dovetail with existing schemes	To be coordinated with Medical department
14	<b>Sanitation:</b> The lack of public facilities and the lack of hygienic conditions push inhabitants to go to open-air as the main mode of sanitation, despite it being highly unsafe, inconvenient and lacking privacy. In addition, while only some villages have open-air drains, an infrastructure plan needs to be defined to address drainage and sanitation requirements among all the villages to avoid ad hoc interventions, to ensure the same level of development and to avoid imbalance within the area.	Infrastructure plan to be dovetailed with Zilla panchayat development plans	HWHAMA to monitor implementation
15	<b>Solid Waste Management:</b> Changes in lifestyles and increased tourism generate an increased amount of solid waste. Informal disposal presents a threat for both the environment and human health. It is recommended that a Solid waste Management Plan be defined and implemented at the WHS level including urban and rural settlements. Some participants to FGD suggest to regulate the WHS as "a plastic-free" area. Its feasibility needs to be further assessed by the Authority	Infrastructure plan to be dovetailed with Zilla panchayat development plans	HWHAMA to monitor implementation
16	<b>Water Supply:</b> As the first development need, provision of safe water needs to be planned for and executed by the Authority and the Local Bodies respectively. Many villages are still dependent on wells or the river. Increased pollution of these water sources and lack of proper treatment can lead to diseases. Water supply solutions needs to be assessed by the authority, integrated and implemented.	Infrastructure plan to be dovetailed with Zilla panchayat development plans	HWHAMA to monitor implementation
17	The initiatives of Self Help Group and the implementation of government schemes such as Stree Shakti, is recommended to be supported by	To bring in NABARD assistance	Pilot projects are already implemented at

	the HWHAMA, especially from the perspective of promoting income generating activities.			<b>Anegundi by The Kishkinda Trust</b>
18	Households who reach a critical level of indebtedness need to be supported by the Local Authorities. Regular interactions between the representatives of Self Help Groups and the Authority through the Local Consultative Committee could provide an opportunity to undertake such dialogue.	<b>To be dovetailed with existing Govt schemes</b>	<b>Ongoing</b>	<b>HWHAMA to monitor</b>
19	The situation of inhabitants who might be resettled has to be clarified at the earliest to help them to pursue their activities and ensure that they do not lose their source of livelihood.	<b>Nil</b>	<b>Ongoing</b>	<b>Resettlement plan</b>
20	Ensuring economic sustainability and viability of small land holders while improving their competitiveness in production and facilitating better market, technology, credits, etc., should be accorded priority for an inclusive agricultural growth.	<b>To be dovetailed with existing schemes</b>	<b>Ongoing</b>	<b>HWHAMA to monitor</b>
21	The Authority should ensure Local Communities get the direct benefit from tourism and are not threatened by its development.	<b>Nil</b>	<b>Ongoing</b>	<b>Tourism strategy</b>
22	<b>Exemption of fees for the Local Communities:</b> participants reported that they have to pay fees or taxes when they want to cross Hampi to go their fields. Inhabitants should be able to move freely in the area.	<b>Already addressed</b>	<b>Completed</b>	<b>Pass system to be implemented whenever the common ticketing system is started</b>
23	<b>Training and building capacity program</b> for local communities should be initiated to support entrepreneurship and help to increase professionalism of tourism in the area,	<b>1000000</b>		<b>HWHAMA to monitor</b>
24	<b>Support women who are willing to develop handicraft activities;</b> to help them get organized and market their products. The recent registration of Sandur Lambani Embroidery as a Geographic Indication provides an opportunity towards the same.	<b>To dovetail with existing schemes</b>		<b>HWHAMA to monitor</b>
25	Definition of <b>incentives</b> to favor the employment of local communities,			<b>Refer tourism policy</b>
26	<b>Police intervention to stop drug traffic</b> in the area,	<b>Fool proof implementation</b>	<b>Ongoing</b>	<b>HWHAMA to monitor</b>
27	Raising awareness on <b>responsible tourism</b> , especially for foreign visitors	<b>Included in tourism budget</b>	<b>Ongoing</b>	<b>Refer Tourism strategy</b>

**TOURISM DEVELOPMENT STRATEGY  
FOR  
HAMPI WORLD HERITAGE AREA**

# Project Data Sheets for Transversal Actions

<b>PROJECT 1.1: LAUNCHING WORKSHOP</b>	
<b>Lead Stakeholders:</b>	<b>Level of Priority:</b> <b>Short Term</b>
<b>DESCRIPTION</b>	<p>The present activity consists in the organization of a workshop in order to make aware all local stakeholders about the steps leading to the implementation of the Tourism Development Strategy.</p> <p>The work shop represents the Programme starting and will be organized as follows:</p> <ul style="list-style-type: none"> <li>- <u>Half day</u> workshop</li> <li>- <u>Three main sections</u>: i) presentation of the Tourism Development Strategy of HWWA; ii) best practices in the world; iii) debate with participants.</li> <li>- <u>Attended participants</u>: around 200 people, including National, State and local authorities, other institutions, private sector, civil society and local population.</li> <li>- <u>Coffee break</u> for around 200 people.</li> </ul>
<b>OBJECTIVES</b>	<p>The main objectives related to this activity are as follows:</p> <ul style="list-style-type: none"> <li>- to make aware all local stakeholders about the Program, its activities, objectives and benefits;</li> <li>- to stimulate since the beginning the participation of all local stakeholders to the tourism development process (participatory approach)</li> <li>- to stimulate the key actors to participate to the Program</li> <li>- to start the Program</li> </ul> <p>Finally, the beneficiaries of the present activity will be all involved institution, private sector interested in the area, local population and civil society.</p>
<b>IMPLEMENTATION</b>	<p>The activities to be implemented for the organization of the Launching Workshop are as follows:</p> <ul style="list-style-type: none"> <li>- identification and invitation of the speakers (and supervision of their presentations)</li> <li>- invitation of the VIPs (e.g.: Karnataka’s Minister of Tourism, Government officials, representative of the main institutions and other sector that are interested to HWWA, etc.)</li> <li>- organization of travel and staying for the guests of the Workshop</li> <li>- preparation of the materials for participants (information kit: it should include a welcome letter, a summary of the Tourism Development Strategy in hard and digital copy)</li> <li>- other materials (panels, posters, flyers, etc.)</li> <li>- organization of the conference room (equipment, etc.)</li> <li>- organization of other related services (transports, hostess, coffee break, etc.)</li> </ul>
<b>PROJECT IMPLEMENTER</b>	HWHAMA
<b>SUPERVISOR</b>	DoT
<b>DURATION</b>	2 months for the organization of the half-day workshop
<b>COSTS OF THE PROJECT</b>	<p>The total cost of the present activity is proposed to be jointly ascertained by DoT &amp; HWHAMA including the following items:</p> <ul style="list-style-type: none"> <li>- Travel costs: Rp.</li> <li>- Expenditures: Rp.</li> <li>- Information kit: Rp.</li> </ul>

Fourth Report – Action Plan

Tourism Development Strategy for HWA

	- Advertisement on newspaper, etc.:	Rp.
	- Rent location:	Rp.
	- Equipment:	Rp.
<b>NOTE</b>	--	

**PROGRAMME 1.2: ORGANIZATION OF PROJECT IMPLEMENTATION TEAM (P.I.T.)**

Lead Stakeholders: <b>HWHAMA</b>	Level of Priority: <b>SHORT-TERM (1-2 years)</b>
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<b>DESCRIPTION</b>	<p>Considering the vital role that tourism development plays (both in positive and negative terms) in all World Heritage Sites, dealing with the tourism needs and requirements, while not compromising on the local development issues becomes a major challenge that the HWHAMA will have to face increasingly in the future. However, as of now, <b>tourism management is not a function performed by the HWHAMA</b>. Furthermore, considering the functions of the Department of Tourism, GoK (which include primarily the formulation of policies and coordinating activities at the State Level), tourism development needs to be addressed at the local level.</p> <p>As detailed in the strategy, the HWHAMA needs to be remodelled to address effectively tourism development, heritage conservation and development. These reforms proposed to be achieved in a consultative manner are anticipated to happen in a medium-term subject to the revision of the HWHAMA Act, rules and regulations. In the absence of a management regulation, the development of tourism which is rapidly growing could damage the integrity of the Site and the O.U.V. The implementation of the Action Plan cannot wait for the reforms of the HWHAMA. As a transition management tool, a project management team is recommended to be constituted along with the approval of the HTS to ensure the implementation of the Action Plan</p> <p>The institution of a Project Implementation Team should be envisaged as temporary technical unit while the HWHAMA is remodelled. <b>The P.I.T. will rely on a group of staff members designated to work officially on a full-time or part-time basis to manage, coordinate and monitor the implementation of the Tourism Action Plan.</b> The P.I.T. will be located in the HWHAMA to facilitate the communication with the local stakeholders, the private sector, civil society and local communities. It will help to articulate tourism issues with development and heritage, arbitrate conflicts between the different groups of interests, involve representatives of the private sector, raise funds for tourism purpose, share benefits from tourism development with local communities, improve the local skills and monitor tourism development.</p> <p><b>The Project Implementation Team is recommended as an alternative until such time as the remodelled HWHAMA is functioning.</b></p>
<b>OBJECTIVES</b>	<p>The dedicated Project Implementation Team will aim at:</p> <ul style="list-style-type: none"> <li>▪ Implementing the Action Plan following the timeline defined,</li> <li>▪ Preparing for and facilitating the remodelling of HWHAMA,</li> <li>▪ Managing and monitoring tourism development till the creation of the Tourism Technical Unit as proposed in the remodelling of HWHAMA,</li> <li>▪ Strengthening the capacities of the HWHAMA by bringing new skills on tourism.</li> </ul> <p>The management of tourism development will be handled as soon as the P.I.T. will be put in place. Thus, the implementation of the Action Plan while dependent on the remodelling of HWHAMA, can start off with immediate effect</p>

<p><b>IMPLEMENTATION</b></p>	<p>The PIT should be housed in the existing HWHAMA. Recruitment of skills should essentially be done following an assessment of the existing skills within HWHAMA. At the very minimum it should include</p> <ul style="list-style-type: none"> <li>- A Director on a full-time basis having experience related to cultural tourism management and community-based development,</li> <li>- An technical person with tourism management skills and</li> <li>- the required ground staff.</li> </ul> <p>The P.I.T. should perform the following tasks:</p> <ul style="list-style-type: none"> <li>- Coordination and collaboration,</li> <li>- Information collection and dissemination,</li> <li>- Social mobilisation,</li> <li>- Visitor management,</li> <li>- Promotion and commercialisation,</li> <li>- Tourism product development,</li> <li>- Enterprise Assistance,</li> <li>- Monitoring of tourism development.</li> </ul> <p>To steer the smooth functioning of the Project Implementation Team and to guide and monitor the P.I.T. activities the constitution of a temporary Advisory Committee is recommended</p> <p>The work of the PIT will be handed over to the Tourism Technical Unit once the HWHAMA will be remodelled. In this context, it is essential that the P.I.T. is allowed to develop the technical capacity within the HWHAMA in parallel to the implementation of the Tourism Action Plan.</p>
<p><b>PROJECT IMPLEMENTER</b></p>	<p><b>HWHAMA</b></p>
<p><b>SUPERVISOR</b></p>	<p><b>Department of Tourism</b></p>
<p><b>DURATION</b></p>	<p>The institution of the P.I.T. should happen in a <b>very short-term</b> and should be considered as a <b>high priority task</b>. It will however require 2 or 3 months to hire the technical staff which will be composed of the Project Implementation Team.</p> <p>The implementation of the Action Plan and thus the whole tourism strategy is dependent upon the creation of the Project Implementation Team. That is why this activity should be envisaged as a priority.</p>

**PROJECT 2.1: CULTURAL AND TOURISM OBSERVATORY (CSTO)**

Lead Stakeholders:

Level of Priority:

**SHORT – MEDIUM TERM**

**DESCRIPTION**

The project idea consists of the organization and implementation of an Observatory able to collect quantitative and qualitative information about culture (as production as well as consumption) and tourism (flows, motivations, impact) in HWHA.

The CSTO will not be a wholly new entity, it will be acting as a coordinating alliance among local stakeholders who are already operating in cultural activities and promotion, and in tourism monitoring and research. Its main characteristics consists in involving all local stakeholders with a stake interest in the cultural and tourism sector (national and local governments, private sectors, local communities, cultural associations, universities, statistic institutions, civil society, etc.). in addition, it also aim at identifying and reporting relevant information, such as necessities and expectations of local communities, special requests of the private sector, trends in culture and tourism, etc.(this information will be collected essentially through the Local Committees). They will be integrated with quantitative data and become a usable decision basis for prioritizing public and private policies and strategies.

The main functions of the CSTO are:

1. Monitoring and evaluation: it consists in an organized collection of available information in order to carry out a detailed analysis of the situation (tourism and cultural trends, cultural evolution, cultural tourism developments, etc.). This is usually considered as the traditional activity of an Observatory and it is carried on through data collection, special surveys addressed to tourism and visitors, and personal interviews with key local stakeholders. Moreover, all cultural sectors will be monitored: performing arts, audiovisual, *creative* industry (connected to the using of the culture in industrial production, ej. design, etc.), etc..
2. Strategic planning: it is the most important activity carried on and service provided by the Observatory and consists in the implementation of specific activities for stimulating the participation of local stakeholders in the strategic planning promoted by national and local governments. To implement such activity, a number of distinct groups (for instance tour operators, handicraftsmen, etc.) should be organized and attended by local stakeholders. In this case, the Observatory will act as a collector of inputs about specific needs and requests from the local stakeholders, that can be used by national and local governments for their cultural and tourism strategic planning. The main aim is to reduce, as much as possible the potential negative impacts on local cultural heritage associated with poorly controlled tourism development.
3. Education: the third function of the Observatory consists in a training and awareness process addressed both to: i) all local stakeholders involved in cultural and tourism development; and, ii) to local population, visitors and tourists which continuously interact whit cultural and tourism resources of the territory. From one hand, it is important to maintain high the interest of local stakeholders about cultural and tourism integration, preservation of the cultural identity and potential positive and negative impacts of

	<p>tourism on the social life. In addition, it is necessary to train all local stakeholders about the implementation process and mechanisms of the CSTO. In the other hand, the Observatory should have to run an awareness campaign addressed to local population, visitors and tourists in order to increase their sense of responsibility and respect on local cultural and natural heritage.</p> <p><u>Present situation:</u> There are different public and private institutions (Governments, universities, etc.) presently attending to collect statistical data and information about culture and tourism in HWHA. However, there is still a huge lack of information especially related to tourism data. As already said in the first and second report of this technical assistance, the Consultant carried out more than 10 different analysis (census of the tourism enterprises in HWHA, traffic and transportation analysis, etc.) in order to find out the useful information to be used for the identification of the present Tourism Development Strategy.</p> <p><u>Project justification:</u> The impacts of tourism development on local population culture and life-style, varies according to the tourism product, and considering that cultural tourism is essentially based on the integration among the visitor/tourist and local tangible and intangible heritage, cultural and tourism stakeholders have to put in place concrete actions in order to preserve local culture, to stimulate cultural integration and to limit the potential negative impacts of tourism while maximizing the positive ones. Considering this peculiarity of the cultural tourism, many tourism destinations have activated, in the last few years, cultural tourism observatories in order to be able to manage, in a rational way, the utilization of the cultural and natural resources. The main objective is to take advantage of the economic development normally generated by tourism for satisfying both local stakeholder and tourist needs, in addition to constant preservation of the own tangible and intangible cultural heritage.</p> <p>As already said before, the CSTO should becomes an important tool for all local stakeholders in order to monitor both cultural tourism development, and to identify appropriate policies and strategies useful for culture and tourism integration. Finally, the CSTO should represent a practical tool in order to monitoring the implementation of the destination management plan identified for HWHA.</p>
<p><b>OBJECTIVES</b></p>	<p><u>General objectives:</u></p> <ul style="list-style-type: none"> <li>- to analyze culture and tourism sector, including economic and functional parameters (employees, enterprises, annual incomes, events, visitors, etc.);</li> <li>- to analyze cultural tourism trends;</li> <li>- to manage the culture and tourism integration in a rational way;</li> <li>- to stimulate a destination management approach including both culture and tourism sector;</li> <li>- to stimulate the participation of all local stakeholders in a cultural tourism development based on cultural heritage preservation.</li> </ul> <p><u>Expected results:</u></p> <p>The expected result of the project is the implementation of an interinstitutional agreement among all local stakeholders in order to organize a set of information which will be very important for the identification and implementation of the culture and tourism policies and strategies of HWHA. Finally, the Observatory will be a very practical tools of Destination Management to be used by the HWHAMA.</p>

	<p><u>Beneficiaries:</u></p> <ul style="list-style-type: none"> <li>- All culture and tourism stakeholders of the project area</li> <li>- Tourists</li> </ul>
<p><b>IMPLEMENTATION</b></p>	<p>The <i>implementation criteria</i> to be considered for the present activity are as follows:</p> <ul style="list-style-type: none"> <li>- agreement among local stakeholders and in particular Government, HWHAMA, universities, other statistic institutions;</li> <li>- participation of local population, tourism enterprises, cultural associations and institutions, civil society; etc.</li> </ul> <p>While, the activities to be implemented in order to run the CSTO are as follows:</p> <p>i) Organization of the Observatory</p> <ul style="list-style-type: none"> <li>- <u>Awareness of local stakeholders</u>: during the first stage of the project implementation, it will be necessary to stimulate all local stakeholders to participate to the Observatory. Meetings, working groups, and seminars will be organized in order to select the stakeholders that will be involved in the Observatory.</li> <li>- <u>Organization of the CSTO office</u>: the CSTO will be placed at HWHAMA's office in Kamalapur or Hospet, or at the Kannada University (considered as an important partner of this project). Operational equipment (3 full computer stations, statistical programs, etc.) will be buy for the CSTO office.</li> <li>- <u>Personnel</u>: during its first period of implementation, the CSTO will include 3 persons as internal staff (1 Director, 1 expert in statistical data elaboration and 1 expert in quantitative and qualitative investigations and researches).</li> </ul> <p>Considering the three functions of the Observatory, the activities to be implemented should be as follows:</p> <p>ii) Monitoring and evaluation</p> <ul style="list-style-type: none"> <li>- <u>Organization of the analysis models to be used by the CSTO</u>: this activity will be carried out during the first stage of the project implementation and consists in the identification of the analytical models to be used by the CSTO. It includes also the identification of the parameters to be used for the analysis about culture and cultural tourism in HWHA. This activity should have to involve all local stakeholders specialized in monitoring and evaluation (ej. Government, universities, local statistical institutions, etc.)</li> <li>- <u>Collection of quantitative and qualitative information</u>: this activities will consists in the collection of the available information elaborated by other statistical departments / institutions of the area and in the organization of specific surveys directly carried out by the Observatory in order to details important information about culture and cultural tourism of the area.</li> <li>- <u>Evaluation of the available data</u>: the Observatory will edit an annual report which will include the analysis of the situation, analysis of the trend compares to the previous years, policy and strategy recommendations. In addition, a quarterly paper will be edit including information about necessities and expectations of local stakeholders (local communities, private sector, etc.).</li> </ul>

	<p>iii) Strategic planning</p> <ul style="list-style-type: none"> <li>- <u>Meetings and working groups with local stakeholders</u>: for the recollection of the quantitative and qualitative information, CSTO staff will organized several meetings and working groups during its activity.</li> <li>- <u>Personal interviews</u>: in order to integrate the available information, CSTO's staff will carry out personal interviews with the most important stakeholders of both sectors (culture and tourism). These interviews will have the aim to collect opinions and suggestions of local culture and tourism leaders about the development of culture and tourism policies and strategies.</li> </ul> <p>iv) Education</p> <ul style="list-style-type: none"> <li>- <u>Training</u>: this activity will be addressed both to the stakeholders directly involved in the monitoring and evaluation activity and it has the aim to share / coordinate the analysis processes and systems to be used by the Observatory; and to all other involved stakeholders (ej. local communities, private sector, cultural associations, etc.) in order to teach them out to collaborate for the statistical data collection.</li> <li>- <u>Awareness campaign</u>: this activity will be carry out by the Observatory in order to stimulate the participation and the attention of all local stakeholders to the CSTO.</li> </ul>
<b>PROJECT IMPLEMENTER</b>	<p>HWHAMA in collaboration with Kannada University, other statistics institutions, local municipalities within the project area. In addition, a twinning program with other international universities should be launched. For instance, the twinning program could be launched with the University of Siena (the Observatory for sustainable tourism). University of Siena has various partnership agreements with Latin America Universities in order to develop Sustainable Tourism Observatories (ej. Belo Horizonte in Brazil, Honduras, Uruguay.).</p>
<b>SUPERVISOR</b>	DoT
<b>DURATION</b>	The Observatory will be implemented starting from the second year of implementation of the present Program. After this Program, it will be a permanent activity of HWHAMA.

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<b>COSTS OF THE PROJECT</b>	The total amount for the first three years implementation of the Observatory is <b>US\$ 474.800,00</b> as showed below.
<b>NOTE</b>	The Observatory will be auto-sustainable and its revenues will be generated by: <ul style="list-style-type: none"> <li>- selling the Annual Cultural and Tourism Trend Report;</li> <li>- participating in special projects financed by National Government and other national and international institutions;</li> <li>- contributions and sponsorships of local stakeholders.</li> </ul>

*Project cost:*

	<b>Unit</b>	<b>INR #unit</b>	<b>SUB-TOTAL (INR)</b>
<b>(A) Personnel°</b>			<b>5.466.000,00</b>
Project Director (part-time)	36	68.500,00	2.466.000,00
Expert in statistical data (part-time)	36	36.500,00	1.315.000,00
Expert in surveys (part-time)	36	36.500,00	1.315.000,00
Secretary (part-time)	18	20.500,00	370.000,00
<b>(B) Equipment</b>			<b>1.200.000,00</b>
Office space (US\$ 50 x month)	36	2.280,00	82.000,00
Utilities (US\$150 x month x 2 years)	36	6.850,00	247.000,00
Full Computer Stations	3	228.000,00	685.000,00
Laptops	1	183.000,00	183.000,00
<b>(C) Administration costs</b>			<b>1.479.600,00</b>
Communications (US\$ 400/month)	36	18.265,00	657.540,00
Electricity and other expenses (US\$ 300/month)	36	13.700,00	493.200,00
IT support	36	9.135,00	328.860,00
<b>(D) Travel</b>			<b>2.896.800,00</b>
Local travels	100	6.850,00	685.000,00
Per diem local personnel (1 day \$70 x 200 days)	200	3200,00	224.000,00

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International travels (twinning program and exchange international collaboration)	18	80.000,00	1.440.000,00
Per diem international experts (1 day \$200 x 60 days)	60	9.130,00	547.800,00

<b>(E) Training</b>			<b>3.196.340,00</b>
100 people x 2 days in 4 classes	4	114.160,00	456.640,00
training material	100	4566,00	456.600,00
International experts (2 experts x 50 days each-one)	100	22.831,00	2.283.100,00

<b>(F) Awareness campaign</b>			<b>2.922.514,00</b>
Promotional material	<i>forfait</i>	456.600,00	456.600,00
Radio	12	137.000,00	1.644.000,00
newsletter	36	22.830,00	821.880,00

<b>(G) Seminars, working groups, etc.</b>			<b>1.095.960,00</b>
Rent of the working spaces	12	22.830,00	273.960,00
Buffets	12	68.465,00	822.000,00

<b>(H) Reports</b>			<b>3.014.000,00</b>
Annual Reports (500 paper-copies x 3 years)	20	68.500,00	1.370.000,00
Annual Reports (2000 CD-copies x 3 years)	3	274.000,00	822.000,00
Quarterly reports (500 CD-copies x 4 editions x 3 years)	3	274.000,00	822.000,00

<b>TOTAL COSTS (A+B+C+D+E+F+G+H)</b>		<b>INR</b>	<b>21.271.214,00</b>
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<b>PROJECT 3.1: AWARENESS CAMPAIGN</b>	
Lead Stakeholders:	Level of Priority: <b>Long Term</b>

<b>DESCRIPTION</b>	<p>This activity will support the implementation of the sustainable tourism development program, involving all local and public stakeholders. In particular, the present activity will be addresses to: i) introduce the sustainable tourism development strategy to local population, private sector and all other interested stakeholder; ii) build awareness of the key stakeholders at the public/private sectors and local communities about the benefits of sustainable tourism and networking strategy; iii) stimulate participation of local stakeholders, especially local communities, to the present program.</p> <p>The present awareness campaign has to be conceived as an integration to the activity 1.1 “Launching workshop” and 5.1 “Organization of the Cultural Preservation and Sustainable Tourism Development Annual Forum”.</p>
<b>OBJECTIVES</b>	To make aware all private and public stakeholders, local communities and civil society living and/or operating in HWHA about the present tourism development strategy, tourism development and its impacts.
<b>IMPLEMENTATION</b>	<p>The activities to be implemented for the awareness campaign are as follows:</p> <ul style="list-style-type: none"> <li>- <i>Promotional materials</i>: this is the material to be conceived, printed and distributed to all public and private sector, schools and other strategic places of HWHA. The promotional material consist in flyers (around 20.000 copies), posters (around 4000 copies), panels (around 100 copies) and brochures (around 10.000 copies) to be used in the area. For instance, poster and flyers could be located in the commercial shops, hotels and restaurants of HWHA, panels and poster could be located in the public institutions and used during the organization of the workshops, seminars, and other events. The brochure could consists in a very simple resume of the tourism strategy, its action plan, and (most important) the expected impacts and benefits for local entrepreneurs and communities. A specialized firm will be contracted in order to design, print and distribute all promotional materials.</li> <li>- <i>Newsletter</i>: this is a monthly newsletter to be sent to all private and public stakeholders about the last news referred to the tourism development in HWHA. It will be especially focused on the activities implemented through the present sustainable tourism development program and it has the aim to constantly inform local stakeholders about the implementation status of the program.</li> <li>- <i>Meetings and workshops with stakeholders</i>: during the first year (each 2 month starting from the third month of the beginning of the project) the PIT will organize at least 6 working meetings in HWHA using a “bottom-up” strategy for stimulating local tourism micro and small tourism enterprises to participate to the other activities identified in the present Action Plan (for instance, technical assistance funds, etc.).</li> <li>- <i>Competitions</i>: special concourses will be launched in all school located in HWHA and surrounding area (Hospet, Bellari, etc.). Primary, secondary and high schools will be particularly interested by the present activity. Different concourse typologies could be organized, depending by the topic of interest. For instance, a panting competition could be organized at the</li> </ul>

	<p>primary school, a photo competition about tourism activities could be organized at high school, etc. An annual competition could be organized by HWHAMA and gifts, special discount bonus or money could be the prizes.</p> <ul style="list-style-type: none"> <li>- <i>Sustainable tourism development day</i>: it is a specific action addresses to local communities and private tourism stakeholders. It consists in the organization of a cultural event for local population with performing art activities, handicraft market and other entertainment activities. A special agreement with tourism service providers (hotels, restaurants, etc.) should be made in order to offer a special discount to local and national tourists that visit HWHA during the sustainable tourism development day.</li> <li>- <i>HWHA Sustainable Tourism – Annual Report</i>: it is an annual publication including all information about the tourism activities and program implemented by DoT, HWHAMA and other public stakeholders. In addition, a special section should be dedicated to interviews with private tourism stakeholders, local population leaders and civil society. This publication could be carried out directly by the <i>Sustainable Tourism Observatory</i>.</li> </ul>
<b>PROJECT IMPLEMENTER</b>	PIT in collaboration with HWHAMA
<b>SUPERVISOR</b>	DoT
<b>DURATION</b>	5 year, all duration of the Action Plan.
<b>COSTS OF THE PROJECT</b>	Total budget of the present activity is <b>Rps 2.182.500,00</b> as detailed below.
<b>NOTE</b>	--

*Details of project costs:*

Activity	Qt.	Cost Unit (INR)	Sub-Total (INR)
<b>Promotional materials</b>			1.200.000,00
<i>Flayers</i>	20.000	5,00	100.000,00
<i>Posters</i>	4.000	25,00	100.000,00
<i>Panels</i>	100	3.000,00	300.000,00
<i>Brochures</i>	10.000	70,00	700.000,00
<b>Newsletter</b>	60	3.000,00	180.000,00
<b>Meetings and workshops with stakeholders</b>	6	15.000,00	90.000,00
<b>Competitions</b>	5	12.500,00	62.500,00
<b>Sustainable tourism development day</b>	5	80.000,00	400.000,00
<b>HWHA Sustainable Tourism – Annual Report</b>	5	50.000,00	250.000,00
<b>TOTAL COSTS</b>			<b>2.182.500,00</b>

**PROJECT 4.1: ELABORATION OF MANUALS RELATED TO NATURAL HERITAGE**

Lead Stakeholders:  
**HWHAMA**

Level of Priority:  
**MEDIUM TERM**

<b>DESCRIPTION</b>	<p>To date, tourists are experiencing heritage components without being fully aware of the qualities of the natural environment. For instance, tourism guides are mostly focusing their visit on cultural patterns and as a consequence confine the uniqueness of the site to a selected group of monuments and buildings. Interactions between cultural and natural heritage are nevertheless primordial to understand the site and its history.</p> <p>It is proposed to edit manuals to explain the natural heritage features, such as the geological history, the fauna and flora, the watershed catchments, the agricultural practices, etc.</p> <p>The manuals could deal with issues such as:</p> <ul style="list-style-type: none"> <li>▪ <b>Geological history:</b> geological explanation on the boulders formations illustrated with maps,</li> <li>▪ <b>Water resources:</b> description of the watershed and the relations between the different water bodies and how they work as a network (this section can also include explanation on the historical water bodies and thus link the cultural and natural experience),</li> <li>▪ <b>Biodiversity:</b> description and pictures of flora and fauna, how to recognize them, conservation measures.</li> <li>▪ <b>Agricultural patterns:</b> presentation of the past and present trends in land husbandry, schedules of seasonal crops and harvest, historical and current agricultural practices</li> </ul>
<b>OBJECTIVES</b>	<p>The purposes of these manuals are to:</p> <ul style="list-style-type: none"> <li>- Present and describe the most outstanding aspects of natural heritage in the area,</li> <li>- Articulate the natural and cultural heritage components,</li> <li>- Increase skills and knowledge of tourism stakeholders on the natural features,</li> <li>- Empower tourists to fully experience the natural qualities of the site,</li> <li>- Create awareness and a sense of wonder about the natural environment.</li> </ul>

<b>IMPLEMENTATION</b>	<p>The manuals shall not only be conceived to describe the natural features but also to present the threats that may damage the natural environment.</p> <ul style="list-style-type: none"> <li>▪ <b>Manual for tourism stakeholders:</b> it shall be designed for those who require a technical approach on natural heritage features. The manual will help to understand geological history, the watershed, to identify components of biodiversity, etc. It could be used by tourism guides, hotels owners, project developers, travel agencies, etc. It will also strengthen knowledge and skills of tourism stakeholders to allow them to explain natural features to tourists.</li> <li>▪ <b>Manual for tourists, oriented towards children:</b> Environmental education is crucial to ensure our environment is preserved for the next generations. To this end, a manual shall be designed for tourists, especially children, to explain the qualities of the natural environment and their roles and responsibilities in order to preserve this environment. Thus, the manual can also explain how to avoid and reduce pollution. This manual shall be conceived in a less technical manner than the previous one.</li> </ul> <p>The elaboration of the manuals, especially the one for tourists, could be realised through an <b>educational program involving local schools</b>. Local children could be involved in the identification of biodiversity, drawing competitions, field experimentation, etc. Furthermore, by involving local children, it will help increase their knowledge on their environment and raise awareness. This partnership may be realised with the <b>collaboration of local bodies</b>.</p>
<b>PROJECT IMPLEMENTER</b>	<b>HWHAMA, Hampi Kannada University</b>
<b>SUPERVISOR, PARTNER STAKEHOLDERS</b>	<b>State Department of Ecology and Environment, State Department of Agriculture,</b>
<b>DURATION</b>	The manuals on natural heritage shall be elaborated on the medium-term (2-3 years) Before the elaboration of the manuals, the sectoral landscape study which is likely to start under the purview of the HWHAMA has to be completed. The feedbacks of this study will help the HWHAMA to design the contents of manuals. Then, the elaboration of the manuals could be realised within 6 months.

<b>PROJECT 4.2: TRAINING FOR PUBLIC SECTOR STAKEHOLDERS</b>	
Lead Stakeholders:	Level of Priority: <b>SHORT TERM</b>
<b>SHORT DESCRIPTION</b>	<p>The present project is addressed to the public sector stakeholders in order to improve their abilities to promote tourism development in HWHA.</p> <p>The tourism strategy for HWHA is a new tool adopted by the DoT and other public key actors. It implies new skills and competences that local stakeholders need to have in order to promote sustainable tourism development in Hampi. For this purpose, it is important to implement specific training courses to public officials in order to allow them not only to implement the present program, but even to review it in the long term.</p> <p>Based on the tourism development needs of local stakeholders, the training courses will address the following:</p> <ul style="list-style-type: none"> <li>- Collaborations and partnerships in tourism sector</li> <li>- Financing sustainable tourism sector</li> <li>- Tourism product development and marketing in tourism</li> </ul> <p>All courses should have a duration of around 40 hours to be implemented in around 2 months each one. Each training course should have to be attended by no more than 20 people, including representatives from the local self governments of HWHA, HWHAMA and the DoT.</p>
<b>OBJECTIVES</b>	The project has the aim to train around 120 public officials during the program implementation in order to improve their abilities to manage sustainable tourism development of the project area.
<b>IMPLEMENTATION</b>	<p>Under the project, the following activities will be implemented:</p> <p>(a) <i>Identification of the training course contents</i>: a specialized local firm will be selected in order to identify the content of all training courses to be provided to local public stakeholders.</p> <p>(b) <i>Identification of the participants</i>: during this phase, the project implementer will contact all public entities involved in the project (29 local self governments, HWHAMA and DoT) in order to explain the project purposes and identify the participants to the training courses. It is expected at least one representative for each institution for each one of the training courses.</p> <p>(c) Implementation of <i>2 training courses</i> related to “<i>collaborations and partnerships in tourism sector</i>”. This training course has the aim to allow public officials to understand how to promote and develop public-public, private-public and private-private partnerships in order to facilitate tourism development. As such, the courses will address such topics as: i) tourism networks (tourism districts, clusters, etc.); ii) collaboration among public entities for tourism development; etc.</p> <p>(d) <i>2 training courses</i> related to “<i>Finance and tourism development</i>”. The purpose of the present training course is to help local stakeholders developing basic knowledge, skills, and attitudes in order for them to be able to identify, organize and implement tourism development funds that will be important in order to stimulate the development of the tourism</p>

	supply in HWA. As such, the courses will address such topics as: i) organization of a tourism development fund; ii) state legislation related to financial funds for tourism sector; etc. (e) <i>2 training courses</i> related to “ <i>Tourism product development and Marketing in tourism</i> ”. The purpose of the present training course is to help local public stakeholders developing basic knowledge about the structure of the tourism products and marketing strategy included in the Sustainable Tourism Development Strategy of HWA. It is because after the training course the local public officials will be able to promote the identification and organization of new tourism products for HWA, to stimulate private sector collaboration for tourism services development, to implement and develop new promotion and commercialization activities related to HWA.
<b>PROJECT IMPLEMENTER</b>	Specialized training institutions (tourism university, Kannada University, etc.) selected by the Project Implementation Team in collaboration with HWA.
<b>SUPERVISOR</b>	HWA in collaboration with the DoT.
<b>DURATION</b>	Each course should have a maximum total duration of around 40 hours to be implemented in around 2 months each one. The training activities should start from the first year of program implementation.
<b>COSTS OF THE PROJECT</b>	The total costs for the implementation of the project are <b>US\$ 39.000,00</b> . For more details, see table below.
<b>NOTE</b>	--

*Details of project costs\*:*

Activities	Qt.	Costs Unit (INR)	Sub-Total (INR)
Training course contests	5	137.000,00	685.000,00
n. 2 Collaborations and partnerships in tourism sector	40	9.130,00	365.200,00
n. 2 Financing sustainable tourism sector	40	9.130,00	365.200,00
n. 2 Tourism product development and marketing in tourism	40	9.130,00	365.200,00
<b>TOTAL</b>			<b>1.780.600,00</b>

\* The costs of the training courses also include the expenses related to materials, management of the courses, etc.

**PROJECT 4.3: TRAINING FOR PRIVATE SECTOR STAKEHOLDERS**

Lead Stakeholders:

Level of Priority:

**SHORT – MEDIUM TERM**

<b>DESCRIPTION</b>	<p>The present project will enhance the management and marketing capacities of local private stakeholders (at al level, from management staff to employees) involved in the provision of cultural and tourism related services. The project is designed to address the training requirements of local stakeholders as they emerged by the training needs survey conducted by the Consultant during the Background Study.</p> <p>There are actually different local actors (e.j. DoT, Tourism University, Kannada University, etc.) already involved in training and capacity building activities. But despite this, the need of training is still remarked by almost the totality of the interviewed by the Consultant during its field missions. In particular, the training activities should have to be focused on the follows priority topics:</p> <ol style="list-style-type: none"> <li>1. Micro-enterprise management and administration</li> <li>2. Quality of tourism services</li> <li>3. Cultural, tourism and economic valorization of the tangible and intangible patrimony (tourism product development)</li> <li>4. Tangible and intangible cultural heritage of HWHA</li> </ol> <p>Due to the very limited skill and competences of los tourism entrepreneurs, the present situation does not allow local cultural tourism operators to plan a high quality supply as requested by national and international tourists. It means that training is strongly recommended in order to improve cultural tourism understanding and competences of local stakeholders.</p>
<b>OBJECTIVES</b>	<p>The project has the aim to train around 1.280 people during the program implementation in order to improve: i) their management skills of cultural and tourism businesses; ii) understanding of cultural tourism and developing of tourism products and circuits iii) knowledge of local cultural heritage; iv) tourism development and social, economic and environmental impacts.</p> <p>For the <u>private sector</u>, the expected results deriving from the implementation of training activities are connected to the ability of the trained tourism stakeholders to understand the tourism mechanisms and manage cultural tourism businesses. This will affect not only the “technical” aspects of the cultural tourist services, but will also improve the economic viability of the cultural tourism businesses.</p>
<b>IMPLEMENTATION</b>	<p>Under the project, the following activities will be implemented:</p> <p>(f) <i>Identification of the training course contests</i>: a specialized local firm will be selected in order to identify the contest of all training courses to be provided to local stakeholders.</p> <p>(g) <i>Identification of the selection criteria and selection of the participants</i>: during this phase, the project implementer will identify, in collaboration with local universities and other interested stakeholders, a set of criteria to be used for selecting the participants to the training courses. For instance, the selection criteria should be as follow: i) people already working in the</p>

	<p>tourism sector; ii) study background; iii) interest in working in tourism sector, etc.. Finally, the participants to the training courses, should have to be selected during the implementation of the awareness activities (see activity 4.2)</p> <p>(h) Implementation of <u>12 tourism enterprise management courses</u> (due to the big size of HWWA, it is recommended to organize the area in 3 main pilot-zones where implementing the training activities, including 4 courses in each pilot zone, and around 30 participants per course selected based on the selection criteria). The courses will help the entrepreneurs improving their knowledge, skills, and attitudes to manage a tourist enterprise. As such, the courses will address such topics as: i) accounting and administration of tourist enterprises (hotels, restaurant, etc.), and cultural enterprise (i.e. museums, art galleries, handicraft, etc.); ii) the cultural tourist system; iii) tourist services and products development; iv) HR management, etc.</p> <p>(i) <u>12 tourism marketing courses</u> (4 courses in each pilot zone, around 30 participants in each course selected based on the selection criteria). The purpose is to help local stakeholders developing basic knowledge, skills, and attitudes in order for them to be able to identify and implement tourism marketing strategies and activities. As such, the courses will address such topics as: i) marketing elements; ii) tourist communication strategies and tools; iii) selling channels in tourism, etc.</p> <p>(j) <u>4 tourism product development courses</u> (1 course in each pilot zone, around 30 participants in each pilot area selected based on the selection criteria). The aim of the courses will be to allow local tourism stakeholders to develop new businesses related to the cultural attractions of HWWA and their integration with the tourism sector. As such, the courses will address such topics as: i) organization of the tourism products; ii) tourism services and tourism circuits; iii) key actors of the tourism products; iv) tourism products / segments and tourism products / markets, etc.</p> <p>(k) <u>4 cultural interpretation courses</u> (1 courses in each pilot zone, around 20 participants in each pilot zone selected based on the selection criteria). The aim of the courses is to improve specific knowledge of the participants about local cultural heritage in order to allow them to be employed in local cultural tourism operators or to run new tour overstorying enterprises (these skills and competences are particularly requested by local Tour Operators in order to identify and organize cultural tourism products and packages).</p> <p>(l) <u>12 Tourism Quality Development courses</u> (4 courses in each pilot zone, around 30 participants in each pilot area selected based on the selection criteria). The course will have the aim to improve the present quality supplied especially by hotels and restaurants. As such, the courses will address such topics as: i) hygienic of the places; ii) tourist's safety; iii) energy efficiency; iv) tourism services and quality process; v) quality certification; etc..</p>
<b>PROJECT IMPLEMENTER</b>	Specialized training institutions (tourism university, Kannada University, etc.) selected by the Project Implementation Team in collaboration with HWHAMA
<b>SUPERVISOR</b>	HWHAMA in collaboration with the DoT.
<b>DURATION</b>	<p>Each course should have a maximum total duration of around 160 hours to be implemented in around 4 months.</p> <p>The training activities should start from the second year of program implementation.</p>

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<b>COSTS OF THE PROJECT</b>	The total costs for the implementation of the project are <b>INR 12.371.400,00</b> . For more details, see table below.
<b>NOTE</b>	--

*Details of project costs\*:*

Activities	Qt.	Costs Unit (INR)	Sub-Total (INR)
Training course contests	5	137.000,00	685.000,00
12 tourism enterprise management courses	360	9.130,00	3.286.800,00
12 tourism marketing courses	360	9.130,00	3.286.800,00
4 tourism product development courses	120	9.130,00	1.095.600,00
4 cultural interpretation courses	80	9.130,00	730.400,00
	360	9.130,00	3.286.800,00
<b>TOTAL</b>			<b>12.371.400,00</b>

\* The costs of the training courses also include the expenses related to materials, management of the courses, etc.

**PROJECT 5.1: ORGANIZATION OF THE CULTURAL PRESERVATION AND SUSTAINABLE TOURISM DEVELOPMENT ANNUAL FORUM**

Lead Stakeholders:	Level of Priority: <b>SHORT – MEDIUM TERM</b>
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<b>DESCRIPTION</b>	<p>The project consists in the organization of an annual forum in Hampi completely dedicated to cultural preservation and sustainable tourism development issues at local(HWHA), regional (Karnataka and neighboring states) and national level (India). It will be “one day event” including three main components:</p> <ol style="list-style-type: none"> <li>1. <u>Seminar / meeting with local private sector and communities</u>: it has the aim to aware local entrepreneurs and communities to the sustainable tourism sector in HWHA. In addition, it will be used as a practical “discussion round table” in order to share tourism policies and strategies to be implemented in HWHA. And to stimulate cooperation and collaboration activities in order to develop new tourism products in the area.</li> <li>2. <u>Workshop with potential investors</u>: the Forum will also be an important moment in order to organize a workshop to frame a methodology for the implementation of new tourism projects/activities. Based on the sustainable tourism development strategy and preservation policy of HWHA, the DoT and all local stakeholders will be able to invite key investors in order to provide them important information that could be useful for their investments in HWHA. The workshop should have to be organized as a Sustainable Tourism Cluster where DoT, HWHAMA and Local Self Governments (LSGs) will be able to identify key tourism development projects to be financed (or co-financed) by private strategic investors. Depending of the success of the present event, additional workshops with potential investors should have to be organized during the year (in this case, a Tourism Development Round Table will be organized. For more details, please see project 17.1).</li> <li>3. <u>Developing partnerships with local private / public key actors</u>: the development of the sustainable tourism in HWHA will pass also through the organization of strategic partnerships with other important tourism destinations at regional (e.g. Goa, etc.) and national level. These partnerships should have to be mainly focused on: i) transports (to facilitate the accessibility to the area); ii) tourism product development (diversification of the present tourism products and packages of HWHA); iii) marketing and promotion.</li> </ol>
<b>OBJECTIVES</b>	<ul style="list-style-type: none"> <li>• To strengthen HWHA as a sustainable tourist destination at regional and national level.</li> </ul>
<b>IMPLEMENTATION</b>	<p>The activities to be implemented for the organization and follow-up of the Annual Forum are as follows:</p> <ul style="list-style-type: none"> <li>- <u>Organization of a database</u>, including all stakeholders to be invited the Forum (community leaders, most important entrepreneurs of HWHA, Local Self Governments, other governments and institutions at regional and national level; potential investors, etc.).</li> <li>- <u>Organization of the promotional campaign of the event</u>, contacting local, regional and national media.</li> </ul>

	<ul style="list-style-type: none"> <li>- <i>Preparation of the Forum's materials</i>: it consists in the preparation of the information materials to be distributed to the participants. There are three different levels of information to be provided depending on the participants: <ul style="list-style-type: none"> <li>o Local private sector and communities: information about tourism products and services, quality development, tourism segments and markets, new job opportunities, financial opportunities of the present Sustainable Tourism program, etc.</li> <li>o Potential investors: information about local legislation related to tourism sector, availability of special funds for investors, land use, tourism policy and strategy for HWH, tourism trend, etc.</li> <li>o Partnerships with local public and private key actors: information about the present Sustainable Tourism Development Strategy, key projects already developed (or to be developed) by DoT and all other local public key actors in HWH, future projects to be implemented and needs to be satisfied, etc.</li> </ul> </li> <li>- <i>Follow-up</i>: after the Forum, all participants will be contacted in order to send them documents and/or materials discussed during the Forum. In addition, this activity is particularly important especially for potential investors and strategic partners because it will allow the DoT and HWHAMA to continue with them the project ideas and/or intentions discussed during the Forum.</li> </ul>
<b>PROJECT IMPLEMENTER</b>	A specialized firm contracted by the HWHAMA
<b>SUPERVISOR</b>	DoT
<b>DURATION</b>	It is an annual event. The organization of each event will take around 3 months for each event.
<b>COSTS OF THE PROJECT</b>	The total costs for the implementation of this action is around <b>RP 1.350.000,00</b> per annual event, including travel costs, expenses of participants, renting costs and equipment, communication, etc.
<b>NOTE</b>	Sponsors and other donors (e.g. local banks, etc.) should have to be involved in order to reduce the costs of this action.

*Details of project costs:*

Activity	Qt.	Cost Unit (INR)	Sub-Total (INR)
Seminar / meeting with local private sector and communities	150	3.500,00	525.000,00
Workshop with potential investors	20	10.000,00	200.000,00
Developing partnerships with local and regional private / public key actors	5	25.000,00	125.000,00
Promotion and communication	<i>forfait</i>	400.000,00	400.000,00
<b>TOTAL COSTS</b>		<b>INR 1.350.000,00</b>	

<b>PROGRAMME 6.1 : PREPARATION OF DETAILED PROJECT REPORT</b>	
<b>Lead Stakeholders:</b> <b>HWHAMA</b>	<b>Level of Priority:</b> <b>SHORT-TERM (1 year)</b>
<b>DESCRIPTION</b>	<p>Roads configured in reference to radial, longitudinal and transitional corridors identified in greater Hampi area are needed to develop with Engineering face lift and facilitate higher riding quality. Strategy proposed to use is development of all the important corridors with structure based planning so that the aspects like water stagnation, poor visibility, and accident risk can be avoided by using structural facelift of every road and attracts higher importance and utility levels with uniformly spread. This will avoid the non warranted congestion and pollution at certain roads</p> <p>Roads configured to a length of 180 kms are the important access roads for HWA. These required a uniform entity as base for similar structural face lift. The traffic operations should be equally attracted i.e; all the roads draw the traffic uniformly and promote uniform level of service.</p>
<b>OBJECTIVES</b>	Detailed project report preparation to give a lead to the construction implementation of the proposed infrastructure with the identified deficiencies in corridors and junctions through pavement design and geometric design.
<b>IMPLEMENTATION</b>	<p>Development of planning profiles based on:</p> <ul style="list-style-type: none"> <li>a) <b>Surface condition Survey</b> – Bump Integrator survey is recommended to use to assess the riding quality of the roads</li> <li>b) <b>Structural condition survey-</b> Benkelman Beam deflection testing survey is recommended to assess the structural capability against the deflection</li> <li>c) <b>Material Characterization survey-</b> The tests like CBR, Moisture Content, PI, LI, PI, Grain Size distributions etc. shall be conducted to assess the material suitability, type of treatments required, and identify the thickness of road structure required</li> </ul> <p>The step wise procedure is designed as –</p> <ul style="list-style-type: none"> <li>• Conducting Bump integrator(BI) survey on all the roads to know the riding quality of all the roads and segregate in par with good, best , normal and bad road stretches. This will facilitate to identify the typical locations or stretches where deflections are propose to measure</li> <li>• Conducting BBD testing on the defined stretches and assess the deflections at different locations</li> <li>• Material characterization testing on all the predefined locations as observed from the BI and BBD Testing.</li> </ul>

	<ul style="list-style-type: none"><li>• Development of Detailed Project report by considering the traffic, material characteristics and deflections as base.</li></ul>
<b>PROJECT IMPLEMENTER</b>	HWHAMA in collaboration with any technology sustained working, planning and monitoring agency / organization.
<b>SUPERVISOR</b>	<b>HWHAMA</b>
<b>DURATION</b>	One year
<b>COST OF THE PROJECT</b>	Rs 20 lakhs

# Project Data Sheets for SCENARIO 1

**PROGRAMME 7.1 : REVISION OF THE HWHAMA ACT, RULES AND REGULATIONS**

Lead Stakeholders:  
**State Department of Kannada and Culture**

Level of Priority:  
**SHORT-TERM (1-2 years)**

**DESCRIPTION**

As proposed in the Tourism Strategy, the HWHAMA should be remodelled and conceived as an institution with a much broader mandate of regulating the growth and development of the WHS, ensuring tourism development and heritage preservation and conservation to preserve the OUV of the Site, while also fully complying with the letter and spirit of the 73<sup>rd</sup> and 74<sup>th</sup> CAA. The role of HWHAMA as a coordinating and regulatory body assumes added importance, given the fact that the WHS straddles two districts, covered by two DPC's and a plethora of other service and development agencies. Furthermore, as per the HWHAMA Act 2002, the functions which shall be performed by the Authority do not specifically include tourism development. Even though its draft rules and regulations address this missing link, the act reveals how tourism development is absent from the local institutional framework which could deeply threaten the implementation of the Tourism Strategy and its Action Plan.

Given the nature of the area and the challenges it faces, as also the current decentralisation dynamics in the region, it is imperative that the HWHAMA is conceived as a larger body, with more powers and functions to strengthen its roles in streamlining and managing the growth in the LPA. In this context, the HWHAMA Act, 2002 as well as the Rules and Regulations need to be revisited and revised to enable a remodelling of the Authority.

The fact that the rules and responsibilities are yet to be finalised, provides an added opportunity to add value to the existing institutional structure – the HWHAMA and its relationship with other stakeholders. An analysis of the Act and the rules reveals that HWHAMA is conceived as an authority which refers to developmental functions with some executive powers. Furthermore, the Authority is mainly composed of State Level stakeholders, which leads to a lack of participation of the LSG's. There is also a lack of consistency between the HWHAMA Act 2002/ 3 and the HWHAMA draft Rules 2009 and HWHAMA draft Regulations 2009. This lack of consistency should be addressed to facilitate a better understanding for all stakeholders concerned as also a smooth implementation if the same.

The revision of the HWHAMA Act and its rules and regulations should essentially look at, positioning the HWHAMA as an apex body, therefore, widening the mandate and structure of the Authority, its composition and staffing; the integration of statutory obligations under the World Heritage Convention, the operational Guidelines and the IMP as reflected in the Revised Master Plan; the revision of its operations; and last but not least the re-definition of its roles and responsibilities vis-a-vis the relevant bodies at state and local level with regard to the decentralization agenda (including planning mandate, regulatory role in building and economic aspects, security mandate, tourism development and management; conservation and maintenance of heritage resources, etc.). There is also a need to look into aspects of financing.

<p><b>OBJECTIVES</b></p>	<p>The first and the foremost objective is to make the necessary changes to give HWHAMA a legitimacy to continue to perform its functions without substituting for the planning exercise by LSGs and DPCs. The revision of the Act as well as the Rules and Regulations have to be made in consonant with the reflections on the remodelling of the HWHAMA in a comprehensive manner in tune with the major needs of the WHS and the challenges it faces in terms of development, heritage and tourism.</p> <p>Indeed, the propositions of remodelling of HWHAMA aim at simplifying and strengthening the institutional structure, increasing the participative approach between the different levels of government, the public and private sectors, and the local communities, while ensuring that the HWHAMA is positioned as an apex institution charged with the responsibility of preserving the OUV of the site without compromising on the local development needs of the area.</p>
<p><b>IMPLEMENTATION</b></p>	<p>The act, as well as the rules and regulations should be revised in compatibility with the laws applicable in the area. Furthermore, all the definition and terminology used in the HWHAMA Act, rules and regulations shall be made in accordance with the acts applicable in the area. The HWHAMA Draft Regulations and Rules have been defined in two different documents. Considering that there is no significant difference between the terms rules and regulations, It is recommended to collate the rules and regulations under only one document to ease the understanding, as well as their implementation.</p> <p>The Consultant Team has elaborated a review of the HWHAMA Act, its Rules and Regulations which is presented of the Annexure II “Institutional Review” of the report “Tourism Development Strategy for the HWH” submitted on December 2009 to the Department of Tourism, GoK.</p> <p>Thus, it is recommended to consider this review while revising the HWHAMA Act, and its rules and regulations.</p>
<p><b>PROJECT IMPLEMENTER</b></p>	<p><b>State Department of Kannada and Culture</b></p>
<p><b>SUPERVISOR</b></p>	<p><b>HWHAMA, State Department of Town and Country Planning</b></p>
<p><b>DURATION</b></p>	<p>The revision of the HWHAMA Act, rules and regulations should be undertaken in a <b>short term</b> and should be considered as a <b>highest priority task</b>. Indeed, the revision of the HWHAMA Act, Rules and Regulations will allow the remodelling of the HWHAMA.</p> <p>It is proposed to <b>start the revision process</b> once the Tourism Strategy is approved, i.e. in <b>June 2010</b>. Considering the consultation process required, it is scheduled to <b>finalise and approve the revision of the HWHAMA Act in April 2011</b>.</p> <p>The activities such as the institution of the HWHAMA Board and the Local Consultative Committee, the creation of the Technical Units (Heritage / Development / Tourism) are dependent upon the revision of the HWHAMA Act, Rules and Regulations. That is why, the revision should happen in a short-term.</p>

**PROGRAMME 7.2: CONSTITUTION OF THE HWHAMA BOARD AND THE LOCAL CONSULTATIVE COMMITTEE**

Lead Stakeholders:  
**HWHAMA**

Level of Priority:  
**SHORT-TERM (1-2 years)**

**DESCRIPTION**

The HWHAMA Act, 2002 makes a provision to create a State Level Advisory Committee. The representation of the Karnataka Panchayati Raj is currently missing from the State Level Advisory Committee despite 28 of the 29 LSG with civic responsibilities included in HWA are rural bodies. Furthermore, as of now, there is a lack of communication between the Authority and the local communities. As explained in the Tourism Strategy Report submitted in December 2009, it is proposed through the remodelling of HWHAMA to constitute a multi-stakeholders board with its committee which will give representation to central, state and local stakeholders. Under these circumstances, there is no need for a multiplicity of oversight bodies, and the proposal to set up a state level committee may be dispensable.

In the meantime, a platform should be put in place whereby local communities will not just get informed but also inform the authorities on their needs and requirements.

The HWHAMA should therefore be governed by a board able to consider and integrate in a comprehensive manner:

- The OUV, protection, conservation and maintenance of cultural and natural resources
- The policies defined at the Central and State level,
- The developmental needs of the local population,
- The commitment and actions undertaken by the civil society,
- The requirements of the private sector, especially in terms of tourism development.

Besides the constitution of the HWHAMA Board, Local Consultative Committees should be constituted to ensure the participative involvement of local communities.

The composition of HWHAMA Board should follow the principles of mixed public and private stakeholders, mixed elected and nominated members, representation of multi-level of governance (i.e. central, state and local), mixed experts and representatives of organisations.

The implementation of Consultative Local Committees shall ensure the communication and interaction between the Authority and the local communities. As a platform for exchange of information, it is critical that all the issues (in terms of planning & development, heritage & conservation and tourism development) are discussed together during these committees to avoid a fragmented approach.

<p><b>OBJECTIVES</b></p>	<ul style="list-style-type: none"> <li>▪ The creation of a wider board, which includes the different levels of governance, will strengthen the legitimacy of HWHAMA amongst stakeholders and will avoid the multiplication of additional committees.</li> <li>▪ The constitution of the local consultative committee will help the HWHAMA to consider the local needs. It will improve the exchange of communication and information between the authority and the local communities.</li> </ul>
<p><b>IMPLEMENTATION</b></p>	<p>As explained in the Tourism Strategy, it is proposed to compose the board following this repartition:</p> <ul style="list-style-type: none"> <li>▪ Representatives of Central and State Level: 30%</li> <li>▪ Representatives of the LSGs: 30%</li> <li>▪ Representatives of the Civil Society (NGO, Association): 15%</li> <li>▪ Representatives of the Private Sector: 15%</li> <li>▪ Experts nominated by the Authority: 10%</li> </ul> <p>The HWHAMA Board should meet at least once in three months and should be organised to:</p> <ul style="list-style-type: none"> <li>▪ Define the regulatory framework and the policies guidelines of the Authority,</li> <li>▪ Coordinate and monitor the activities of the Authority with the other departments and stakeholders,</li> <li>▪ Approve the authority budget,</li> <li>▪ Approve the revised MasterPlan along with its sectoral studies and sectoral plans,</li> <li>▪ Advise and control the activity of the technical units.</li> </ul> <p>To ensure the continuity of the relationships between the Authority and the local population, it is important that the Local Consultative Committees meet regularly (at least once in 6 months). They should include representatives of</p> <ul style="list-style-type: none"> <li>▪ HWHAMA: its board as well as its technical units,</li> <li>▪ Local Population</li> <li>▪ Civil Society</li> <li>▪ Representative of Trade Union,</li> <li>▪ Private sector if required regarding the agenda of the committee.</li> </ul> <p>These committees could be divided geographically in order to ease implementation as well as the relations between HWHAMA and the local communities. One committee could be set up for 2 or 3 Gram Panchayat. Social, economic, environmental, tourism issues shall be debated.</p>
<p><b>PROJECT IMPLEMENTER</b></p>	<p><b>HWHAMA</b></p>
<p><b>SUPERVISOR AND PARTNERS</b></p>	<p><u>For the constitution of the boards:</u> State Department of Town and Country Planning, State Department of Kannada and Culture, ASI and State Department of Tourism</p> <p><u>For the Local Consultative Committees:</u> the LSGs and eminent citizens representing the larger civil society including the NGOs.</p>
<p><b>DURATION</b></p>	<p>The Board and the Local Consultative Committee should be created in a short-term.</p> <ul style="list-style-type: none"> <li>▪ The constitution of the Board could happen once the HWHAMA Act, rules and regulations will be revised,</li> <li>▪ The constitution of the Local Consultative Committee would happen once the HWHAMA Board will be created.</li> </ul>



**PROGRAMME 7.3: CREATION OF THE TOURISM TECHNICAL UNITS**

Lead Stakeholders:  
**HWHAMA**

Level of Priority:  
**SHORT-TERM (1-2 years)**

<b>DESCRIPTION</b>	<p>The organisation of the HWHAMA is currently structured under one technical unit divided in four sections (planning, cultural resource, building center and Integrated Information Management Center).</p> <p>As already mentioned, tourism management is currently missing from the mission performed by the authority. In this context, the reorganisation of the technical unit of the HWHAMA should provide an opportunity to strengthen the current skills and develop capacities in order to better articulate tourism, heritage and development issues.</p> <p>To help reduce the fragmentation between the issues, the HWHAMA should operate through different technical units which must address development, tourism and heritage conservation. The Integrated Information Management Centre, as proposed by the IMP, is already becoming “the nodal point to collect and store data and information related to the HWA<sup>1</sup>” to ensure the sharing of information between the different units and stakeholders.</p> <p>The remodelled HWHAMA should be essentially organised as a technical organisation with four divisional units. As a regulatory and coordinating body, the Authority shall not undertake executive functions. Furthermore, the functions of the technical units should not replace or overlap with the responsibilities of the other authorities involved in the area (e.g. ASI, DAM, DoT, LSGs, etc).</p> <p>The creation of the Technical Units should be envisaged in the continuity of the Project Implementation Team. Indeed, the Project Implementation Team will be put in place on a temporary basis to implement the Tourism Action Plan until the HWHAMA is remodelled. Once the HWHAMA Act, its rules and regulations will be approved, the Technical Units could be created. The Project Implementation Team, dedicated to the implementation of the Tourism Action Plan, could then be merged with the Tourism Technical Unit.</p>
<b>OBJECTIVES</b>	<p>The implementation of technical units under HWHAMA will help to reduce the fragmentation of the site. It will clarify the roles of the various stakeholders and address the existing gaps and overlaps between these stakeholders. It will allow for better coordination between the issues of tourism, development and heritage as well as between the different agencies involved.</p> <p>The creation of dedicated technical units will necessarily require to strengthen the current skills of the HWHAMA.</p>

<sup>1</sup> Extract from the IMP, chapter 12, page 6

<b>IMPLEMENTATION</b>	<p>The implementation of the technical units requires the strengthening and involvement of technical persons with relevant skills to be able to drive each unit and ensure its performance as well as its coordination with the other units. As a consequence, each unit should be structured with a technical team. The commissioner of the authority should coordinate the four technical units and ensure the coherence among the interventions of the various stakeholders.</p> <p><b>The composition and functions of the different technical units i.e. development, tourism, heritage, information centre have been detailed in the third report “Tourism Strategy for the HWA”<sup>2</sup>.</b></p> <p>The creation of the technical units shall result from a process that:</p> <ul style="list-style-type: none"> <li>▪ Assess the existing capacities,</li> <li>▪ Build capacities of the existing staff,</li> <li>▪ Hire additional skills if required,</li> <li>▪ Collaborate and coordinate with the Project Implementation Team (the staff from the P.I.T. could be included within the Technical Tourism Unit of the HWHAMA to ensure the continuity of the actions undertaken).</li> </ul>
<b>PROJECT IMPLEMENTER</b>	<b>HWHAMA</b>
<b>SUPERVISOR AND PARTNERS</b>	State Department of Town and Country Planning, State Department of Kannada and Culture, ASI and State Department of Tourism
<b>DURATION</b>	<p>The creation and the empowerment of the technical units will result from a process divided into the following steps:</p> <ul style="list-style-type: none"> <li>▪ The creation of the technical units will happen once the HWHAMA Act, rules and regulation will be revised (previsionnally planned in April 2011)</li> <li>▪ The process to assess the existing capacities, to build the capacities of the existing staff and to hire additional skills is envisaged to happen within a year.</li> <li>▪ The empowerment of the technical unit will take 6 months while each technical unit will collaborate and coordinate with the Project Implementation Team.</li> <li>▪ The Technical Units could be then fully operational.</li> </ul>

<sup>2</sup> For further information on the roles and responsibilities of the technical units, please refer on the third report “Tourism Strategy for the HWA”, pp 18-22

**PROGRAMME 8.1 : REVISION OF THE HAMPI MASTER PLAN**

Lead Stakeholders:  
**HWHAMA**

Level of Priority:  
**SHORT-TERM (1-2 years)**

<b>DESCRIPTION</b>	<p>Two planning efforts guide the development and the conservation of the Hampi World Heritage Area. The <b>Hampi Master Plan 2021</b> which conducts an existing situation analysis, has been prepared with the aim to direct and regulate new developments and control change in land use in the HWHA. The elaboration of the <b>Integrated Management Plan</b> under the Archaeological Survey of India is focusing mainly on heritage and conservation issues. Meanwhile, <b>sectoral studies and plans</b> have been undertaken under various departments (socio-economic study, visitor management, housing, waste management, environment, vernacular architecture...). All these studies and plans are as of now disconnected. While the Hampi Master Plan 2021 is the only statutory document which deals with land use regulations, there is a need to articulate all these plans and studies into only one statutory document to define a comprehensive strategic vision for the whole area.</p> <p>One of the responsibility of the HWHAMA as a specialised coordinating and regulatory authority should be <b>to build a strategic vision in terms of development, heritage and tourism</b> and disseminate it to all concerned, particularly the local governments which are empowered to prepare the local plans. This strategic vision should also be communicated to the DPCs of Bellary and Koppal Districts as the latter have the responsibility of the consolidating the draft development plans of these districts according to the 73<sup>rd</sup> and 74<sup>th</sup> CAA.</p> <p>All the plans and sectoral studies though relevant and necessarily required need to be articulated to be implemented in a comprehensive manner. That is why, <b>the Master Plan which is the only statutory document in the area shall be revised to integrate all of the sectoral inputs</b> (Heritage &amp; conservation, tourism, housing, waste Management...) while paying attention to not overlap with the LSGs responsibilities regarding the 73<sup>rd</sup> and 74<sup>th</sup> CAA. Indeed, the approved Hampi Master Plan 2021 is not a static document, but must be revised on a regular basis to include the lessons learned from the day to day site management and any changes in legal or other aspects. <b>Such revision may be laid down in the Act and renewed every ten years as recommended in the Karnataka Town and Country Planning Act, 1961 (section 13D). It should also necessarily coincide with the revision of the IMP (along with its sectoral studies) and the tourism strategy.</b></p>
<b>OBJECTIVES</b>	<p>The revision of the Hampi Master Plan aims to :</p> <ul style="list-style-type: none"> <li>- articulate all the studies and plans approved and undertaken in the area,</li> <li>- build and disseminate a strategic vision for the HWHA including issues of development, tourism and conservation,</li> <li>- collate and consolidate the local plans defined by the Local Self Governments.</li> <li>- forward the Master Plan to the District Planning Committees to be integrated in the Comprehensive District Development Plan. In the process, the plan will also coordinate with the efforts of the district planning committees in their efforts to evolve the respective district plans</li> </ul> <p>By building one strategic vision for the whole area, it will help to reduce the fragmentation between the issues of development, tourism and heritage conservation. Furthermore, the revision of the Hampi Master Plan will give a statutory mandate to all the sectoral studies (IMP, Hampi Tourism Strategy,</p>

	agricultural plan, socio-economic study and landscape study...) and thus will facilitate their implementation.
<b>IMPLEMENTATION</b>	<p>It will be essential to finalise all the sectoral studies for the area (IMP, socio-economic, landscape, waste...) to ensure the revised Hampi Master Plan includes all the necessary inputs to define a strategic vision.</p> <p>Besides the Revision of the Master Plan, the HWHAMA should provide technical support to both DPCs in terms of the article 243ZD(3)(B) of the constitution to ensure that their plans are in accordance with its strategic vision. This technical support could include inputs of the IMP, tourism strategy and sectoral studies that might be undertaken. What emerges from this exercise would be a revised Hampi Master Plan, a statutory document that is both a stand alone plan, as also a component of the district plans of Koppal and Bellary districts. It is proposed that the plan so prepared should go through a coordination mechanism with the plans prepared and coordinated by the Bellary and the Koppal DPC's for their respective jurisdictions. This approach will ensure that the planning exercise coordinated by HWHAMA harmonised with the decentralised planning process led by the local governments and consolidated by the DPCs. The provision for it has to be made in the Hampi Act, 2002.</p> <p>The timing for the preparation and revision of the different plans (District plans, Hampi Master Plan, Local Development Plans) should necessarily be coordinated and amendments to this effect have to be made in the Act and the rules and regulations.</p>
<b>PROJECT IMPLEMENTER</b>	<b>HWHAMA</b>
<b>SUPERVISOR AND PARTNERS</b>	State Department of Town and Country Planning, State Department of Kannada and Culture, ASI and State Department of Tourism, DPC's Koppal and Bellary and the relevant line agencies in the two districts.
<b>DURATION</b>	<p>The revision of the Hampi Master Plan shall start after the approval of the Hampi Tourism Strategy.</p> <p>All the sectoral studies shall be finalised during the process of the Master Plan revision to ensure all the inputs are included..</p>

**PROGRAMME 9.1 : INSTITUTION OF A COMMON TICKETING**

Lead Stakeholders:  
**HWHAMA**

Level of Priority:  
**SHORT-TERM (1-2 years)**

<b>DESCRIPTION</b>	<p>In the HWA, the ASI is collecting entry fees from tourists at the entrance of Vittala Temple and Lotus Mahal. Additionally, two LSGs are collecting fees or toll taxes for the parking in two different points of the core zone while the HWHAMA does not charge any fees to tourists.</p> <p>The entry fees collected at various points leads leads to a misconception and proves to be an inconvenience for tourists while increasing the fragmentation of the site. Tourists do not understand why entrance fees are requested to visit some monuments while no fees are charged for the others. It may lead to the feeling that monuments where fees are charged are more important than the others. This can further create a misunderstanding of the site interpretation. The collection of different fees at different points for different agencies/authorities lead also to the confusion of the roles and responsibilities among the stakeholders.</p> <p>In this context, it becomes essential to clarify and standardize the collection of fees between the different stakeholders. The Integrated Management Plan and the ASI have proposed to put in place a common ticketing system in order to rationalize the ticketing fees. The common ticket should include all the fees payable to the ASI, LSGs and the HWHAMA. It is proposed that the fees should be collected by only one stakeholder (e.g. the HWHAMA) and then redistributed to the others stakeholders (e.g. ASI, LSGs). (for instance, in other tourism destinations where local communities are relevant for tourism development, normally local stakeholders create a special fund with ticket fees in order to be used for developing services and infrastructure dedicated to local communities (e.g. nurseries, cultural rooms, etc). The right way how to use and share the ticket fees within the local communities should have to be decided by local stakeholders through the Local Consultative Committees.)</p> <p>The setting-up of one common ticket for the entire site would translate into locating collection points adequately and also defining measures to control the issuing of tickets by different stakeholders. at different points. While a common ticketing policy is a must as a means to generate revenue for the site, being a living heritage, it is essential to put in place measures that will ensure that local communities are allowed to move freely within the whole area.</p>
<b>OBJECTIVES</b>	<p>The implementation of a common ticket policy will:</p> <ul style="list-style-type: none"> <li>▪ Standardize the collection of fees,</li> <li>▪ Clarify the payment requests for tourists,</li> <li>▪ Help to reduce the site fragmentation,</li> <li>▪ Allow the HWHAMA to collect fees for the implementation of tourism infrastructure or activities,</li> </ul> <p>Facilitate the monitoring of tourists flows (to date, the number of visitors who buy ticket to the Vittala Temple and the Lotus Mahal is not representative of the number of tourists who visit the HWA)</p>

IMPLEMENTATION	<p>The implementation of a common ticket will require address institutional, financial and spatial issues. Indeed, it will be necessary to identify:</p> <ul style="list-style-type: none"> <li>▪ <b>The amount of the common ticket:</b> the common ticket should include the fees of the different stakeholders who are currently charging tourists. It should also include a part which will be redistributed to the HWHAMA which does not charge tourists to date. On one hand, the amount collected by the stakeholders should not be reduced compared to what they are currently collecting. On the other hand, the amount of the common ticket should stay affordable for tourists, especially Indian tourists.</li> <li>▪ <b>The stakeholder who will collect the fees:</b> as of now, the ASI is collecting the highest amount in the form of tickets for selected monuments. However, it is recommended that the coordinating and regulatory body of the area, i.e. the HWHAMA, collect the common ticket.</li> <li>▪ <b>The sharing of the revenues collected by the common ticket:</b> the fees collected by the main stakeholder (e.g. the HWHAMA) should then be redistributed to the ASI and the LSGs. The sharing of the revenues from the common ticket should be defined and approved between all the stakeholders before setting up the common ticket.</li> <li>▪ <b>The collecting point as well as the way to control tourists:</b> if only one ticket is required to visit the whole site, the selling point should be located in the beginning of tourists visit. It can be included in the activities of the visitor centre as proposed in Kamalapuram. Furthermore, policies shall be defined on how and where to control tourists. If control is realised to the entrance of monuments or parking nodes, it shall be done at every monument or parking nodes. Otherwise, it will continue to fragment the site and tourists may go where it seems free.</li> <li>▪ <b>Measures and policies for local population:</b> as a living heritage, it is crucial that local communities feel free to move within the whole area. Measures shall be taken to ensure they are not charged. It will otherwise lead to conflicts with tourists, and local communities will not anymore appreciate living within the HWA which in turn can lead to a lot of other social and cultural issues.</li> </ul>
PROJECT IMPLEMENTER	HWHAMA
SUPERVISOR AND PARTNERS	ASI, LSGs
DURATION	The setting-up of a common ticket for the area shall be realised in the <b>short-term</b> , as soon as the tourism strategy is approved. Indeed, it may take 6 to 7 months for the stakeholders (i.e. the HWHAMA, the ASI and the LSGs) to define the conditions of the common ticket (as explained above).

**PROGRAMME 9.2: INSTITUTION OF TAXES ON TOURISM CONSUMPTION**

Lead Stakeholders:  
**HWHAMA**

Level of Priority:  
**SHORT-TERM (1-2 years)**

<b>DESCRIPTION</b>	<p>Tourism as an activity is currently not being taxed in the WHS. While tourists are expected to pay fees at the entrance of two monuments (entrance fees + toll taxes), owners of tourism accommodations or restaurants only pay services charges to the LSG's to manage waste, water supply and treatment. No other revenue is generated directly from tourism commodities and services. As a result HWHAMA as well as the LSGs lack financial resources to implement or improve tourism infrastructure and activities.</p> <p>There are many experiences around the world that use economic or financial instruments to manage tourism. One of the financial resources from the tourism could be generated by taxes on tourism consumption.</p> <p>In this context, it is proposed to set up taxes on tourism consumption. <b>Tourists will pay a tax when they consume tourism commodities and services in the HWA.</b> These taxes should be applied to different tourism services and commodities. Indeed, tax on tourism consumption is usually applied only to the hotel / accommodation sector. This leads to a higher incidence of the tax on the total price paid by the tourists for accommodation services. Additionally, hotel owners and managers feel they are the only sector, which contribute to the revenue of tax. That is why, it is recommended to involve the following categories in the payment of taxes;</p> <ul style="list-style-type: none"> <li>▪ Accommodation units (bednight tax),</li> <li>▪ Restaurants (bill taxes),</li> <li>▪ Tourism guides,</li> <li>▪ Travel agents.</li> </ul> <p>If these large range of tourism services are involved in the tax process, the incidence of the tax will be lower for tourists and revenues generated from the taxes will be higher for the stakeholders.</p> <p>As collection of taxes by the HWHAMA is not legitimate, it is proposed that the Gram Panchayat shall directly collect the revenues generated by taxes and then redistribute a rate to the HWHAMA. The redistribution rate, it is proposed, can be defined jointly between the HWHAMA, LSG's and the DoT – GoK</p>
<b>OBJECTIVES</b>	<p>The setting up of taxes on tourism consumption aims to:</p> <ul style="list-style-type: none"> <li>▪ Generate tax revenues for the HWHAMA and the LSGs to implement and improve tourism infrastructure and activities,</li> <li>▪ Include tourist participation in the financing of tourism infrastructure,</li> <li>▪ Coordinate private sectors, LSGs and the HWHAMA,</li> </ul> <p>Give data to measure tourism consumption (through the amount of taxes received, it will be possible to evaluate the number of tourists who spend the night in the HWA, go to the restaurants, use services of guides, etc).</p>

<b>IMPLEMENTATION</b>	<p>The process to set up taxes on tourism consumption should begin by analysing and defining the characteristics of these taxes:</p> <ul style="list-style-type: none"> <li>▪ <b>Object of taxation:</b> the different categories of tourism services and commodities that will be taxed need to be identified. As explained above, the larger the taxable base the lesser will be the impact on tourists.</li> <li>▪ <b>Amount of taxation:</b> the amount of the tax shall be relatively low to not discourage tourists to consume within the HWA. In addition, the amount of tax shall be different for Indian and foreign tourists (for instance, in similar tourism destinations in Europe and Latin America, foreign tourists pay from 25 to 62 INR per day, while national tourists around 6 – 12 INR). Based on the experience in other similar tourism destination. The amount of the tax should have to be settled in accordance with local communities and private sector. In addition, the tax should have to be paid by the tourists directly to the hotels or other accommodations (e.g. tax for the bednights). However, it shall be the same in the whole HWA for all accommodations.</li> <li>▪ <b>Collection and sharing-out of revenues generated by the taxes:</b> Taxes will be directly included in the tourists bill. The private stakeholders (hotels, guest-houses, restaurants, guides, etc) will collect themselves the taxes from tourists. <b>100% of the revenues from the taxes will then be transferred to the LSGs who will share them with the HWHAMA. Such a process will require the private sector to be aware of the necessity to collect taxes.</b> Indeed, if the amount of the tax is high or if they do not agree with the process, they may be reluctant to tax tourists or even to transfer the revenues to the LSGs. <b>They should acknowledge the utility and purpose of the tax, which will improve tourism infrastructure in the area, and as a consequence, the quality of their business.</b></li> <li>▪ <b>Use of revenues for tourism purpose:</b> the financial resources generated by the tax shall be used to implement or improve tourism infrastructure and activities. Thus, the revenue may be raised in a specific fund dedicated to tourism. This fund can then be used to implement tourism infrastructure or to support and grant local communities for the implementation of tourism related project.</li> </ul>
<b>PROJECT IMPLEMENTER</b>	<b>HWHAMA</b>
<b>SUPERVISOR AND PARTNERS</b>	<b>LSGs, Private sector</b>
<b>DURATION</b>	Taxes on tourism consumption shall be set up in the <b>short-term</b> , as soon as the tourism strategy is approved. Indeed, it may take 6 to 7 months for the stakeholder (i.e. the HWHAMA, the LSGs, the Private Sector) to define and agree with the details of the tax process (as explained above).

**PROGRAMME 10.1: ESTABLISHMENT OF AN AUTHORIZATION PROCESS**

Lead Stakeholders:  
**HWHAMA**

Level of Priority:  
**SHORT-TERM (1-2 years)**

<b>DESCRIPTION</b>	<p>The increasing illegal encroachments are threatening the area while posing challenges to development, heritage-conservation and tourism development in the area. Illegal constructions are outside the taxable base of the LSG’s thereby threatening both the environment and the overall OUV of the site.</p> <p>Furthermore, proposals for new tourism projects are usually assessed by the Department of Tourism following the process defined in the State Tourism Policy. This process may be disconnected from the development and heritage issues that could be impacted by the project itself.</p> <p>As a consequence, <b>it is becoming critical to clarify and standardise the authorization process between the different agencies in order to regulate tourism development in a sustainable manner.</b></p> <p>The authorisation process shall be clarified while reflecting a comprehensive approach to tourism, heritage conservation and development. An authorisation requested for tourism-related projects wil require :</p> <ul style="list-style-type: none"> <li>▪ A building licence,</li> <li>▪ A conversion of land-use: all kind of land-use conversion shall be concerned, i.e. agricultural to residential or commercial, residential to commercial...</li> <li>▪ The Agreement of the State Department of Tourism.</li> </ul> <p>To date, these authorisations are driven by different stakeholders (LSGs, HWHAMA, DC, State Department) which intervene linearly without enough connection between each others.</p>
<b>OBJECTIVES</b>	<p>The clarification of the authorisation process aims to:</p> <ul style="list-style-type: none"> <li>▪ Regulate and control tourism development,</li> <li>▪ Assess the proposal from a tourism, development and heritage perspectives,</li> <li>▪ Increase collaboration and coordination among stakeholders involved,</li> <li>▪ Regulate tourism development in accordance with the carrying capacity,</li> <li>▪ Promote and encourage projects proposed by local communities,</li> </ul> <p>Monitor tourism development</p>

<b>IMPLEMENTATION</b>	<p>The process of authorisation shall not only be envisaged as a step which sanctions a project proposed in the area but also as a process which shall help private stakeholders to develop a sustainable proposition. This will require, putting in place the following</p> <ul style="list-style-type: none"> <li>▪ <b>Technical Assistance Towards Project Conception within the Larger Framework:</b> As the coordinating and regulatory body of the area, the HWHAMA should assist private stakeholders who are likely to develop a tourism project. From this perspective, it is essential that the HWHAMA is able to communicate on the tourism strategy, explain the land-use regulations detailed in the Hampi Master Plan, forward guiding principles to ensure that the project conceived is within the larger framework guiding the development of the site.. The authorisation process should clearly outline the steps required to obtain clearance for the project.</li> <li>▪ <b>Definition of an analysis grid:</b> the proposal shall be assessed according to different parameters that consider tourism, heritage conservation and development issues. The result of the Carrying Capacity shall also help the HWHAMA to regulate tourism development.</li> <li>▪ <b>Clarification of the roles and responsibilities of the different stakeholders:</b> The HWHAMA, as a coordinating and regulatory body, should be considered as an intermediary between the LSG's and the Higher Governments Agencies. It should help the interactions between the different levels of governance. Furthermore, as the proposed board of the Authority will be composed of state and central level stakeholders (ASI, DAM, DoT...), LSG's, civil society and private sector, the HWHAMA is positioned as a ideal level to discuss and sanction the authorization.</li> <li>▪ <b>Scale of the Project:</b> Based on the mutually established inter-departmental norms and as per the governing Act &amp; Rules of HWHAMA, the scale of the project submitted for necessary authorisation process shall be decided by involved stakeholders.</li> </ul>
<b>PROJECT IMPLEMENTER</b>	<b>HWHAMA</b>
<b>SUPERVISOR AND PARTNERS</b>	<b>LSGs, District Planning Committees and Department of Tourism</b>
<b>DURATION</b>	The authorisation process shall be clarified in the <b>short-term</b> to limit the unregulated development of tourism projects and activities. The consultation of the different stakeholders involved (i.e. LSGs, HWHAMA, DoT, ASI) may begin once the Temporary Advisory Committee is constituted, the latter being responsible for the clarification of the authorisation process.

**PROGRAMME 11.1: PUBLICATION AND DISSEMINATION OF A LEAFLET DESCRIBING THE ROLES AND RESPONSIBILITIES OF STAKEHOLDERS**

Lead Stakeholders:  
**HWHAMA**

Level of Priority:  
**MEDIUM-TERM (2-3 years)**

<b>DESCRIPTION</b>	<p>Many stakeholders are involved in the HWA with different roles and responsibilities; the HWA, the ASI is responsible for the conservation and protection of heritage of national and international importance while the State Department of Archaeology and Museum (DAM) is responsible for the preservation and protection of the remaining monuments. The HWHAMA shall act as a regulatory and coordinating body to articulate development, heritage and tourism issues while the LGSs shall define local plans for economic development and social justice. These plans are then consolidated as the Master plan for the WHS, while coordinating with the District Planning Committees of Bellary and Koppal and their respective plans.</p> <p>All the stakeholders involved have their own jurisdictions which can with their own polic frameworks, leading to confusion and ambiguity among the roles and responsibilities.</p> <p>Furthermore, when tourists pay for entrance fees or for tax on tourism consumption, it is important that they understand how their fees are used by the different stakeholders.</p> <p>It is proposed that an awareness campaign be initiated through a brochure which explains the institutional framework of the HWA. This brochure shall detail who are the stakeholders involved in the area, what are their roles and responsibilities, how fees are used. It should then be dissiminitated to tourists when they buy their ticket.</p>
<b>OBJECTIVES</b>	<p>The realisation and dissemination of a brochure aims to:</p> <ul style="list-style-type: none"> <li>▪ Explain the institutional framework to tourists,</li> <li>▪ Educate tourists on the use of their fees,</li> <li>▪ Increase the transparency and the accountability towards citizens and tourists,</li> <li>▪ Group together all the stakeholders who will sign the brochure.</li> </ul>

<b>IMPLEMENTATION</b>	<p>To reach the objectives described above, it is essential that:</p> <ul style="list-style-type: none"> <li>▪ All the main stakeholders (i.e. UNESCO, ASI, DAM, HWHAMA, DOT, LSGs) share the process and sign the brochure,</li> <li>▪ The content of the brochure is discussed within the HWHAMA Board which will include representative of public and private governance</li> <li>▪ The design of the brochure follows the branding strategy defined at the same time,</li> <li>▪ The explanations are clear and simple,</li> <li>▪ The brochure is distributed to tourists when they buy their ticket to visit the HWH.</li> <li>▪ In a long-term perspective, the brochure will be updated to include the projects realised with the revenues of the common ticket and taxes on tourism consumption.</li> </ul>
<b>PROJECT IMPLEMENTER</b>	<b>HWHAMA</b>
<b>SUPERVISOR AND PARTNERS</b>	<b>UNESCO, ASI</b>
<b>DURATION</b>	<p>The institutional communication should happen in the <b>medium-term</b> (2-4 years). it is proposed to launch the process following the constitution of the HWHAMA Board after the remodelling of the authority.</p>

<b>PROGRAMME 12.1: MEMBERSHIP TO THE INDIAN HERITAGE CITIES NETWORK (IHCN)</b>	
Lead Stakeholders: <b>HWHAMA</b>	Level of Priority: <b>MEDIUM-TERM (2-3 years)</b>

<b>DESCRIPTION</b>	<p>In 2006, with the support of the Ministry of Urban Development, Government of India, and the JNNURM, UNESCO has launched an initiative titled “Indian Heritage Cities Network (IHCN)” in order to strengthen the capacities of Indian towns and cities in heritage conservation and development. Through a membership process, this network acts as a platform to link those heritage cities and towns which can include heritage as a resource and therefore needs to be a part and parcel of the development strategy. By getting the national and international towns/cities, technical partners and funding agencies on a common platform, the IHCN aims at:</p> <ul style="list-style-type: none"> <li>- Sharing experiences and best practices,</li> <li>- Strengthening capacity and technical support for heritage-based urban development, institutional and legal framework for heritage protection and conservation,</li> <li>- Bringing operational support for projects, including fund raising,</li> <li>- Setting up of a cultural knowledge database for Heritage Cities.</li> </ul> <p>The IHCN may provide the necessary interface required to manage the various issues that the WHS faces today.</p> <p>To enable membership to the IHCN, the HWHAMA needs to be remodelled and structured as the coordinating and regulatory body in the area. The authority could then be the main representative of the HWA legitimate to become member of the IHCN.</p>
<b>OBJECTIVES</b>	<p>By becoming member of the Indian Heritage Cities Network, it will help the HWA and its stakeholders to:</p> <ul style="list-style-type: none"> <li>▪ Share experience with other Indian heritage cities and towns,</li> <li>▪ Develop and strengthen its capacity to manage an heritage area,</li> <li>▪ Increase its knowledge and understanding of challenges also faced by heritage cities and towns,</li> <li>▪ Improve the articulation of heritage conservation, tourism and development issues,</li> <li>▪ Seek for operational and technical support for projects,</li> </ul> <p>Bring its own experience as a platform of exchange with the other heritage towns and cities.</p>

<b>IMPLEMENTATION</b>	<p>The IHCN brochure<sup>3</sup>, outlines the following steps to become a member of the network</p> <ul style="list-style-type: none"> <li>▪ In the first stage the cities agreeable to the mission and objectives of the network would be given provisional membership. The proposition to become member will be reviewed by the advisory board of the IHCN,</li> <li>▪ The partners of the network would work with member cities with initial membership and help them devise strategies for sustainable development based on heritage.</li> <li>▪ These cities would be required to implement the recommendations of the network and make necessary amendments in their system before being given the permanent membership and full access to the benefits of the network”.</li> <li>▪ The HWHAMA will be requested to sign the Charter of the Network and explain how it intend to work towards the common goals shared in the network.</li> </ul>
<b>PROJECT IMPLEMENTER</b>	<b>HWHAMA</b>
<b>SUPERVISOR AND PARTNERS</b>	<b>UNESCO, ASI</b>
<b>DURATION</b>	<p>The process to become member of the Indian Heritage Cities Network should happen in the <b>medium-term</b> (2-4 years). Indeed, the application of the HWH to the IHCN would be stronger if the HWHAMA has already been remodelled. That is why, it is proposed to launch the process following the constitution of the HWHAMA Board. The proposition to become member of the IHCN could then be discussed among all the representatives of public and private stakeholders who are going to compose the board.</p>

<sup>3</sup> Further explanation of the Indian Heritage Cities Network can be found on the UNESCO platform at the following website address: [http://portal.unesco.org/geography/en/ev.php-URL\\_ID=6252&URL\\_DO=DO\\_TOPIC&URL\\_SECTION=201.html](http://portal.unesco.org/geography/en/ev.php-URL_ID=6252&URL_DO=DO_TOPIC&URL_SECTION=201.html)

**PROGRAMME 13.1: INFRASTRUCTURE DEVELOPMENT - CORRIDOR AUDITING FOR ROAD DEVELOPMENT**

Lead Stakeholders:

**HWHAMA**

Level of Priority:

**SHORT-TERM (1 year)**

<b>DESCRIPTION</b>	<p>The present traffic scenario exhibits mixed activity of heritage tourism, agriculture and trade. The traffic load on the infrastructure is critical posing problems to management as well as tourists especially during special events. Lack of alternative infrastructure and proper monitoring systems in HWHA has led to a threat to the heritage assets posing a high demand to develop a better transportation system in HWHA. An intervention from traffic and transportation is required in converging Hampi as a World Heritage centre to meet the needs of the society. The intervention requirements should able to satisfy the demand and at the same time promote a congenial environment for preserving the heritage and cultural assets in HWHA. Hence transport infrastructure development and planning is required to achieve the desired transport scenario.</p> <p>In the event of promoting Hampi as World Heritage Centre, traffic loading on special events and regional travel interactions, there is a need to develop the base for keeping face lift of the region with hierarchical, functional and land use controlled roads. These roads developed should able to attract the tourists to reach the Hampi within desired time of travel. The transportation systems like BRTS, High Speed vehicles should enable travel and promote reliability, safe and economic travel. These roads must be able to connect all the directional travelers from different places and directions to the HWHA. At the same time these roads should accommodate the regional travelers, interstate travelers and local travelers to use these roads and avoid the roads configured in Core area. This will facilitate the sustenance of heritage property free from vehicular vibrations and pollution. In view of the potential of tourists and pilgrims, the transportation planning and inter modal, rapid transit system planning are important to be viewed scientifically.</p>
<b>OBJECTIVES</b>	<p>Identify the existing deficiencies in the transport infrastructure and develop planning profiles for its improvement to serve the tourist and local traffic with a parallel preservation of heritage , cultural and environment assets in HWHA</p>

<p><b>IMPLEMENTATION</b></p>	<p>The step wise procedure is designed as follows –</p> <ul style="list-style-type: none"><li>• <b>Traffic audit:</b> The vehicular volume on major mid blocks falling in roads configured to a length of 180 km must be studied to know the traffic volume over a time. This will be helpful to know composition levels of slow moving, fast moving; vehicular loads, percentage of split among regional and local/ tourist oriented traffic, freight versus passenger traffic operated on these roads</li><li>• <b>Risk audit:</b> Risk generating spaces or locations must be identified by considering the road geometrics, land use, road user densities, road network, vehicular densities etc. into account. The risk generation aspects, distribution and occurrence aspects must be studied by considering the different standardized aspects into account. Necessary measures must be suggested to avoid the risk of travel</li><li>• <b>Land use audit:</b> Different types of land use prevailing on all the neighboring areas of the total road length of the study area like 180 km must be identified. Certain obligatory aspects which will lead as hindrances for good level of service of roads as express ways or arterial roads must be identified. Recommendations must also be given on how to treat the land use impacts by virtue of planning policies</li><li>• <b>Safety Audit:</b> The aspects like village portions, poles, entry exits of important land use, tree locations, gradients aspects must be studied in this audit. The safety profiles are proposed to develop on all the road stretches with objective of identifying the non safe zones for different speed profiles of vehicles. The possibility of declaring certain roads as high speed corridors must be analyzed within this study</li><li>• <b>Road condition audit:</b> The road features like number of pot holes, patches, carriage way shoulder proportions, road surface cracks, cross drainage works positions, conditions, must be analyzed. This audit will facilitate the need of road strengthening from surface condition, the possibility of road widening with reference to CD works.</li><li>• <b>Road geometric audit:</b> The road geometric features like gradient, cross slope, horizontal, vertical curves, road right of way features, other road geometric issues must be collected. This study will be helpful to study the possibility of road widening, engineering dimension obligatory issues etc.</li><li>• <b>Accident audit:</b> The planning, engineering features on all the road stretches will be simulated and its reciprocative impacts on vehicular aspects at variable speeds, headway will promote safer roads from planning, engineering aspects. Certain managerial issues, planning issues, engineering corrections must be suggested to promote safer roads. Road markings, sign informatory aspects must be recommended in this audit.</li><li>• <b>Network audit:</b> Road density at certain obligatory locations all along the radial and circumferential roads is proposed to assess. Possibility of</li></ul>
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	alternative access and connective pattern during peak days or event days must be suggested.
<b>PROJECT IMPLEMENTER</b>	HWHAMA in collaboration with any technology sustained working, planning and monitoring agency / organization.
<b>SUPERVISOR</b>	<b>HWHAMA</b>
<b>DURATION</b>	One year
<b>COST OF THE PROJECT</b>	Rs30 lakhs for development of road development profiles through survey and analysis. The actual construction cost for upgradation is approximately estimated to be RS 60,000 lakhs for 180 km road length which is decided based on the estimation cost in DPR.

<b>PROGRAMME 13.2: JUNCTION IMPROVEMENTS ON MAJOR ACCESS POINTS FOR ROAD DEVELOPMENT</b>	
<b>Lead Stakeholders:</b> <b>HWHAMA</b>	<b>Level of Priority:</b> <b>SHORT-TERM (1 year)</b>

<b>DESCRIPTION</b>	In the event of promoting Hampi as world heritage centre, traffic loading on special events and regional travel interactions, there is a need to develop the basic infrastructure like junctions or common areas to keep the facelift of the region. Junctions are the common areas which require the geometric facelift matching to the neighboring land use, roads and traffic intensity. Junctions developed should promote accident free, land use controlled and better geometric sustained common area.
<b>OBJECTIVES</b>	Identify the existing deficiencies in the transport infrastructure and develop planning profiles for its improvement to serve the tourist and local traffic with a parallel preservice of heritage , cultural and environment assets in HWA
<b>IMPLEMENTATION</b>	<p>The following templates are recommended to improve the junctions at major access points</p> <ul style="list-style-type: none"> <li>• Turning path</li> <li>• Entry &amp; Exit path</li> <li>• Weaving path</li> <li>• Sight Triangle</li> <li>• Sight Distances</li> <li>• Acceleration and Deceleration template</li> <li>• Obligatory space controls</li> <li>• Risk Generators</li> </ul> <p>The approach is designed with the technology like satellite, Total station and GPS. The step wise procedure is designed in following manner–</p> <ul style="list-style-type: none"> <li>• Every Junction must be conducted with reconnaissance survey. The features like neighborhood land use, road network and other obligatory parameters must be collected.</li> <li>• The GPS based marking on obligatory / temporary obligatory parameters must be plotted on base map developed in first step</li> <li>• Total Station based junction base map must be developed with all the spatial features and dimensions at high precision</li> <li>• Base map must be generated and several templates must be simulated and checked on the ground features to correct the junction features to match for higher access junction</li> </ul>

	<ul style="list-style-type: none"><li>• Junctions drawings shall be developed with standard specifications .</li></ul>
<b>PROJECT IMPLEMENTER</b>	HWHAMA in collaboration with any technology sustained working, planning and monitoring agency / organization
<b>SUPERVISOR</b>	<b>HWHAMA</b>
<b>DURATION</b>	6 months
<b>COST OF THE PROJECT</b>	Rs 20 lakhs

**PROGRAMME 13.3: DEVELOPMENT OF HIGH RESOLUTION GIS SYSTEM**

Lead Stakeholders:  
**HWHAMA**

Level of Priority:  
**SHORT-TERM (1 year)**

<b>DESCRIPTION</b>	In the event of promoting Hampi as world heritage centre, GIS enabled display system at micro level is proposed to facilitate. The aspects relating Engineering, Planning and management aspects will be displayed with all the GIS enabled features. Total area will be gridded with geo referencing so that all the features can be proportionately viewed over a time and space frames. Total study area will be referenced with higher end DGPS. Total station shall be used in coordination with DGPS and total features shall be viewed with query based display system. This GIS will facilitate to view all the activities and intervention aspects propose to develop in HWHA
<b>OBJECTIVES</b>	Development of high resolution GIS system to provide multi access to the administrators and road users
<b>IMPLEMENTATION</b>	<ul style="list-style-type: none"> <li>• Development of Layer wise features of HWHA like infrastructure configurations, activity based, historical based etc.</li> <li>• Updating some of the attribute and spatial information over a space and time .</li> <li>• Query based analyzers for different objectives in GIS environment</li> <li>• Module addition for data display and analysis on the type of query interested by administrators.</li> <li>• Development of Videographic based display of land use prevailed on various roads in core area and some of the important roads in HWHA</li> <li>• Generation of HWHA based GIS system with supportive modules</li> </ul>
<b>PROJECT IMPLEMENTER</b>	HWHAMA in collaboration with any technology sustained working, planning and monitoring agency / organization that can handle the total fencing of HWHA.
<b>SUPERVISOR</b>	<b>HWHAMA</b>
<b>DURATION</b>	One year
<b>COST OF THE PROJECT</b>	Rs 20 lakhs

**PROGRAMME 13.4: TROUBLE CALL MANAGEMENT SYSTEM**

<b>Lead Stakeholders:</b> <b>HWHAMA</b>	<b>Level of Priority:</b> <b>SHORT-TERM (1 year)</b>
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<b>DESCRIPTION</b>	In the event of promoting Hampi as World Heritage Centre, the interactions intervene in the future will be higher order and there is a need to fence the HWWA into a spatial fencing with the objective of tracking security, safety and operational issues in the GIS environment.
<b>OBJECTIVES</b>	Development of Trouble call management system to develop HELP spots and facilitate road users in providing police and hospital services in emergency situations
<b>IMPLEMENTATION</b>	Development of software / hardware components for <ul style="list-style-type: none"> <li>• Help spot tracking with mobility security guarding</li> <li>• Health hazard , Social suppression and economic violation tracking systems</li> </ul>
<b>PROJECT IMPLEMENTER</b>	HWHAMA in collaboration with any technology sustained working, planning and monitoring agency / organization that can handle the total fencing of HWWA.
<b>SUPERVISOR</b>	<b>HWHAMA</b>
<b>DURATION</b>	One year
<b>COST OF THE PROJECT</b>	Rs 10 lakhs

# Project Data Sheets for SCENARIO 2

**PROJECT 14.1: TOURISM CARRYING CAPACITY ASSESSMENT**

Lead Stakeholders:

Level of Priority:  
**SHORT TERM**

<b>DESCRIPTION</b>	<p>The Hampi area is a living heritage site: in this region the preservation of the cultural heritage has to be harmonized with the social and economic development of resident population.</p> <p>The analysis provided by the Consultant and the common filling of local population identify the tourism sector as the key instrument for promoting the development of the whole region.</p> <p>The long term interest of the hospitality industry is to preserve the historical and natural resources of the area but this interest can conflict with the preservationist approach because their different starting points.</p> <p>The Tourism Carrying Capacity Assessment provides the methodology and the guidelines for harmonizing tourism and preservations needs.</p> <p>This technique, constantly improved thanks to many experiences, is the appropriate instrument for establishing the carrying capacity of Hampi area because it takes into account all elements contributing to establish tourism development limits.</p>
<b>OBJECTIVES</b>	<p>The goal of TCCA is to establish the limits of tourism development of Hampi area.</p> <p>Beneficiaries of the project are both residents and local tourism entrepreneurs, because together with nature and cultural heritage is preserved also the long term competitiveness of Hampi destination.</p>
<b>IMPLEMENTATION</b>	<p>The TCCA is based on a full knowledge of the destination capacity to sustain and increase tourism development. Two different groups of capacities must be recognized:</p> <p><b>(a) Constant capacities</b> are fixed, not renewable and are the starting point to be respected by any future tourism development project:</p> <ul style="list-style-type: none"> <li>- Ecological capacity;</li> <li>-The natural resources component ("fixed") of physical-ecological capacity.</li> </ul> <p><b>(b) Flexible capacities</b> must be related to the current conditions of the destination to define sustainable patterns:</p> <ul style="list-style-type: none"> <li>- Infrastructure component ("flexible") of physical-ecological capacity;</li> <li>- Socio-cultural capacity;</li> <li>- Political-economic capacity.</li> </ul> <p>The TCCA can be considered as a result of the sum of the different capacities (ecological, physical, sociocultural, politics, economic).</p> <p>The UNEP methodology foresees the following steps:</p> <p><b>1. Background studies and cartography production</b></p> <p>The first step is focused on data collection and analysis of the following topics:</p>

	<ul style="list-style-type: none"> <li>• Demographic and social structure of the destination,</li> <li>• Economic system organization, with special focus on tourism sector</li> <li>• Environment quality and treats,</li> <li>• Census of new public and private projects,</li> <li>• Conflicts in the local community</li> <li>• Prevailing opinions and orientations among the resident population,</li> <li>• Social capital.</li> </ul> <p><b>2. Selection of tourism sustainability indicators</b> The interactions among the tourism sector and other components of the social and economic system are assessed and for the most relevant interactions a set of specific indicators is identified.</p> <p><b>3. Local community or stake holders forum implementation</b> The strong involvement of the local community and the stake holders in the implementation process of TCCA is the main characteristic of this methodology. According to UNEP the local community, supported by the knowledge of specialists, must choose its own future and specifically the relationship to build with its environment.</p> <p><b>4. Tourism development sceneries making</b> The scenery creation is finalized to explore and choose the “best” development path. The process of sceneries formulation foresee a strong involvement of the local community in order to make aware the residents about their possible futures. Each scenery has to be clearly identifiable by specific quantitative parameters:</p> <p><b>5. Definition of the estimation model of the Carrying Capacity.</b> The outcomes of the mathematical model display the threshold levels of the strategic parameters driving the tourism development.</p>
<b>PROJECT IMPLEMENTER</b>	A team of consultants experts in the different topics of TCCA has to implement the project, in collaboration with HWHAMA.
<b>SUPERVISOR</b>	Karnataka’s Department of Tourism (DoT), Ministry of Environment and Archeological Survey of India
<b>DURATION</b>	Total duration of the present activity will be 6 - 9 month.
<b>COSTS OF THE PROJECT</b>	Total costs for the implementation of the present program are INR as shown in the table below.
<b>NOTE</b>	--

*Details of project costs template:*

Activity	Qt.	Cost Unit (INR)	Sub-Total (INR)
<b>1. Background Studies</b>			

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<i>collection and analysis of existing data</i>	4		
<i>4 New surveys</i>	<i>forfait</i>		
<i>GIS applications</i>			
<b>2. Selection of tourism sustainability indicators</b>			
<i>theoretical approach</i>			
<i>Test of selected indicators in Hampi situation</i>			
<i>Final selection of sustainability indicators</i>			
<b>3. Community involvement</b>			
<i>Local conferences, workshops, focus groups to make aware local stakeholders</i>	10		
<b>4. Tourism scenery making and final model estimation</b>			
<i>Scenery making</i>			
<i>Mathematical development of scenery making</i>			
<b>TOTAL COSTS</b>			

<b>PROGRAMME 15.1: DEVELOPMENT OF MICRO LEVEL GRID ANALYSIS FRAME FOR TOPOGRAPHY / TERRAIN AND MATERIAL CHARACTERIZATION</b>	
<b>Lead Stakeholders:</b> <b>HWHAMA</b>	<b>Level of Priority:</b> <b>SHORT-TERM (1 year)</b>

<b>DESCRIPTION</b>	Core area of the HWH should be free from the aspects related to environment pollution, with coordinated topographic and terrain levels. Materials existed in this area should be compatible with the type of construction suggested. Hence it is proposed to conduct a micro level grid analysis frame for topography / terrain and material characterization to account for the design aspects
<b>OBJECTIVES</b>	Development of micro level grid analysis for providing a scope for asset management to assist in design , planning and monitoring aspects
<b>IMPLEMENTATION</b>	<ul style="list-style-type: none"> <li>• Base map fencing with grid of micro level – The core area to be fenced with GIS as Supportive tool and GPS technology to be used to update some of the Ground Control points</li> <li>• Topographic features to be captured with Total Station as Supportive tool</li> <li>• Terrain features to be captured with all the relevant land use details by using the Satellite data and total station and GPS as basis</li> <li>• Study on Characterization of material, their suitability and the matching of other road material at that particular land use .</li> <li>• A directional lead to be given to face lift the core area for sustenance of heritage assets</li> </ul>
<b>PROJECT IMPLEMENTER</b>	HWHAMA in collaboration with any technology sustained working, planning and monitoring agency / organization.
<b>SUPERVISOR</b>	<b>HWHAMA</b>
<b>DURATION</b>	One year
<b>COST OF THE PROJECT</b>	Rs10 lakhs

**PROGRAMME 15.2: BAR CODE ENABLED VISITOR SYSTEM**

Lead Stakeholders:  
**HWHAMA**

Level of Priority:  
**SHORT-TERM (1 year)**

<b>DESCRIPTION</b>	In the event of promoting Hampi as World Heritage Centre, the interactions intervene in the future will be higher order and there is a need to fence the HWHA into a spatial fencing with the objective of tracking security, safety and operational issues in the GIS environment.
<b>OBJECTIVES</b>	Development of Barcode enabled visitor system to track the tourists visiting the heritage structures in HWHA
<b>IMPLEMENTATION</b>	Development of software interface and module systems for online accountability display and disaster monitoring .
<b>PROJECT IMPLEMENTER</b>	HWHAMA in collaboration with any technology sustained working, planning and monitoring agency / organization that can handle the total fencing of HWHA.
<b>SUPERVISOR</b>	<b>HWHAMA</b>
<b>DURATION</b>	One year
<b>COST OF THE PROJECT</b>	Rs 5 lakhs

**PROGRAMME 15.3: BAR CODE ENABLED DEBIT VOUCHER MONITORING SYSTEM**

Lead Stakeholders: <b>HWHAMA</b>	Level of Priority: <b>SHORT-TERM (1 year)</b>
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<b>DESCRIPTION</b>	In the event of promoting Hampi as World Heritage Centre, the interactions intervene in the future will be higher order and there is a need to fence the HWHA into a spatial fencing with the objective of tracking security, safety and operational issues in the GIS environment.
<b>OBJECTIVES</b>	Development of Bar code enabled auto debit voucher monitoring system to facilitate the tourists and monitor the income generated through tourism
<b>IMPLEMENTATION</b>	Development of hardware / software interfaces for <ul style="list-style-type: none"> <li>• Economic viability tracking of tourists</li> <li>• Preferential demand tracking system</li> </ul>
<b>PROJECT IMPLEMENTER</b>	HWHAMA in collaboration with any technology sustained working, planning and monitoring agency / organization that can handle the total fencing of HWHA.
<b>SUPERVISOR</b>	<b>HWHAMA</b>
<b>DURATION</b>	One year
<b>COST OF THE PROJECT</b>	Rs 10 lakhs

<b>PROGRAMME 15.4:      RFID BASED VEHICLE LOAD / FOREIGN VISITOR TRACKING SYSTEM</b>	
<b>Lead Stakeholders:</b> <b>HWHAMA</b>	<b>Level of Priority:</b> <b>SHORT-TERM (1 year)</b>

<b>DESCRIPTION</b>	In the event of promoting Hampi as World Heritage Centre, the interactions intervene in the future will be higher order and there is a need to fence the HWHA into a spatial fencing with the objective of tracking security, safety and operational issues in the GIS environment.
<b>OBJECTIVES</b>	Development of RFID based vehicle load/ foreign visitor tracking system to determine the alternative parking locations and track the foreign tourists
<b>IMPLEMENTATION</b>	Development of GIS interface , software and display system for <ul style="list-style-type: none"> <li>• Security promotion to international tourists</li> <li>• Online tracking</li> <li>• Level of service to foreign visitors</li> <li>• Delay avoidance system for traffic mobility and planning</li> </ul>
<b>PROJECT IMPLEMENTER</b>	HWHAMA in collaboration with any technology sustained working, planning and monitoring agency / organization that can handle the total fencing of HWHA.
<b>SUPERVISOR</b>	<b>HWHAMA</b>
<b>DURATION</b>	One year
<b>COST OF THE PROJECT</b>	Rs 10 lakhs

**PROGRAMME 15.5: VIBRATION TRACKING SYSTEM**

<b>Lead Stakeholders:</b> <b>HWHAMA</b>	<b>Level of Priority:</b> <b>SHORT-TERM (1 year)</b>
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<b>DESCRIPTION</b>	In the event of promoting Hampi as World Heritage Centre, the interactions intervene in the future will be higher order and there is a need to fence the HWHA into a spatial fencing with the objective of tracking security, safety and operational issues in the GIS environment.
<b>OBJECTIVES</b>	Development of Vibration tracking system to monitor the heritage structures with the prevalent traffic and propose vehicle movements and loading
<b>IMPLEMENTATION</b>	Development of software / hardware components for <ul style="list-style-type: none"> <li>• Vibration measurement and impact assessment on heritage structures.</li> <li>• Online tracking of Hampi assets</li> <li>• Change of functionality of roads</li> <li>• Restrictions on vehicle mobility levels</li> <li>• Design issues - assessment</li> </ul>
<b>PROJECT IMPLEMENTER</b>	HWHAMA in collaboration with any technology sustained working, planning and monitoring agency / organization that can handle the total fencing of HWHA.
<b>SUPERVISOR</b>	<b>HWHAMA</b>
<b>DURATION</b>	One year
<b>COST OF THE PROJECT</b>	Rs 15 lakhs

**PROGRAMME 15.6: CAMERA ENABLED MONITORING SYSTEM**

Lead Stakeholders:  
**HWHAMA**

Level of Priority:  
**SHORT-TERM (1 year)**

<b>DESCRIPTION</b>	In the event of promoting Hampi as World Heritage Centre, the interactions intervene in the future will be higher order and there is a need to fence the HWHA into a spatial fencing with the objective of tracking security, safety and operational issues in the GIS environment.
<b>OBJECTIVES</b>	Development of Camera enabled monitoring system of heritage properties/ tourist/ temple monitoring system to track the visitor movement and heritage assets
<b>IMPLEMENTATION</b>	Development of software / hardware components for <ul style="list-style-type: none"> <li>• Assessment of visitor loading and tracking system</li> <li>• Security and facility monitoring system</li> <li>• Administration and Implementation group coordination system.</li> </ul>
<b>PROJECT IMPLEMENTER</b>	HWHAMA in collaboration with any technology sustained working, planning and monitoring agency / organization that can handle the total fencing of HWHA.
<b>SUPERVISOR</b>	<b>HWHAMA</b>
<b>DURATION</b>	One year
<b>COST OF THE PROJECT</b>	Rs 10 lakhs

**PROGRAMME 15.7: BURGLAR SYSTEM / BOAT TRACKING SYSTEM**

Lead Stakeholders:  
**HWHAMA**

Level of Priority:  
**SHORT-TERM (1 year)**

<b>DESCRIPTION</b>	In the event of promoting Hampi as World Heritage Centre, the interactions intervene in the future will be higher order and there is a need to fence the HWHA into a spatial fencing with the objective of tracking security, safety and operational issues in the GIS environment.
<b>OBJECTIVES</b>	Development of Burglar system / Boat tracking system to track the visitor movement and maintain accountability of boat travel and trips made in boats.
<b>IMPLEMENTATION</b>	Development of software / hardware components for <ul style="list-style-type: none"> <li>• Security and accountability (BOT based boat tracking system)</li> <li>• Safety monitoring system</li> </ul>
<b>PROJECT IMPLEMENTER</b>	HWHAMA in collaboration with any technology sustained working, planning and monitoring agency / organization that can handle the total fencing of HWHA.
<b>SUPERVISOR</b>	<b>HWHAMA</b>
<b>DURATION</b>	One year
<b>COST OF THE PROJECT</b>	Rs 5 lakhs

# Project Data Sheets for SCENARIO 3

<b>PROJECT 16.1: TECHNICAL ASSISTANCE FUND FOR PROMOTING THE DEVELOPMENT OF THE CULTURAL TOURISM SUPPLY (TOURISM PRODUCTS, ITINERARIES AND CIRCUITS)</b>	
Lead Stakeholders: <b>DoT</b>	Level of Priority: <b>MEDIUM-LONG – TERM (2<sup>nd</sup> year of Plan implementation)</b>

<b>DESCRIPTION</b>	<p>The present Fund will allow local private entrepreneurs and communities to organize tourism services based on the tourism product portfolio already identified by the present Sustainable Tourism Development Strategy for HWHA. In addition, the Fund will provide financial resources not only to the already existing tourism enterprises, but also to those people interested to run new tourism enterprises. Due to the need to develop collaborations between tourism service providers, the Fund will finance the beneficiaries only if they will develop tourism products, circuits and packages through the organization of tourism SMEs networks.</p> <p>The Fund will finance a set of actions, including training activities, soft infrastructures (e.g. trekking paths, etc.), marketing and promotion, etc.</p> <p>The present Fund could be also used in order to finance tourism development projects identified during the Annual Forum (Activity 5.1) and/or during the training activities (Activity 4.3) provided to local entrepreneurs and communities.</p> <p><i>For more details, please see “<u>Regulation of the Technical Assistance Fund</u>” below.</i></p>
<b>OBJECTIVES</b>	<ul style="list-style-type: none"> <li>- To assist local private stakeholders and local communities to design, organized, promote and commercialize tourism products, circuits and packages in HWHA.</li> <li>- To stimulate the development of tourism networks in order increase the present tourism competitiveness of HWHA.</li> <li>- To diversify the present tourism supply and spread it in the whole HWHA (especially in the buffer and peripheral zones).</li> </ul>
<b>IMPLEMENTATION</b>	<p>The activities to be carried out in order to launch the Technical Assistance Fund are as follows:</p> <ul style="list-style-type: none"> <li>- <i>Definition of the Technical Assistance Fund (T.A.F.) priorities:</i> the Consultant identified the main characteristics of the TAF based on the outputs of the Background Study, however it is important to share the present regulation with the potential beneficiaries of the present Fund (local micro entrepreneurs and communities). The working groups organized during the first year of the awareness campaign, Annual Forum and Consultative Committees could be an excellent opportunity to share the present regulation and confirm or review its priorities.</li> <li>- <i>Identification of strategic partners:</i> the technical assistance should have to be provided through a specialized group of experts. They should be individual experts or specialized institutions, such as a local university</li> </ul>

	<p>specialized in tourism development. During this phase, the DoT in collaboration with the HWHAMA will contact all potential interested stakeholders and will find out an agreement for the implementation of the technical assistance.</p> <ul style="list-style-type: none"> <li>- <i>Selection Committee</i>: a specific selection committee will be organized in order to select the project ideas to be financed by the T.A.F.. It should have to be composed by at least 5 people, including representatives of the DoT, HWHAMA, PIT, the strategic partner (contracted for the technical assistance), and other key partners such as UNESCO, ASI or others. The selection committee members will dedicate at least 10 days a year in order to select the project idea submitted by the beneficiaries.</li> <li>- <i>Implementation of the TAF</i>: an annual bidding process will be implemented starting from the second year of the implementation of the present Action Plan.</li> <li>- <i>Technical assistance</i>: the selected institution or individual consultants will provide technical assistance to the fund's beneficiaries as established by the Fund's regulation.</li> </ul> <p><i>For more details, please see “Regulation of the Technical Assistance Fund” below.</i></p>
<b>PROJECT IMPLEMENTER</b>	PIT in collaboration with HWHAMA
<b>SUPERVISOR</b>	DoT
<b>DURATION</b>	n. 4 years starting from the second year of implementation of the Action Plan.
<b>COSTS OF THE PROJECT</b>	<p>Total costs for the administration and implementation of the Fund are <b>RP 44.480.000</b>, as detailed below:</p> <ul style="list-style-type: none"> <li>- Total Fund contribution: RP 36.000.000,00 (RP 9.000.000 per year)</li> <li>- Administrative costs: RP ... 480.000,00 (RP 120.000 per year)</li> <li>- Selection Committee costs: RP 2.000.000,00 (RP 500.000 per year per 5 people)</li> <li>- Technical assistance: RP 6.000.000,00 (RP 1.500.000 per year)</li> </ul> <p><b>TOTAL COST (4 years) RP 44.480.000</b></p>
<b>NOTE</b>	

*Regulation of the Technical Assistance Fund (example):*

DoT in representation of Karnataka's Government, supports the improvement of micro and small tourism enterprises competitiveness, stimulating them to organize multi-sector tourism networks<sup>4</sup> in order to develop high quality cultural tourism products, circuits and packages.

The development of new multi-sector tourism networks will be stimulated through a **Technical Assistance Fund** (Matching Grant) addressed to the SMEs already existing or to be ran in the project area (HWH).

**Chapter 1: General Framework**

Art. 1: DoT organizes a Technical Assistance Fund for a total amount of **RP 36.000.000** addressed to the

<sup>4</sup> Multi-sector Tourism Networks are generally composed by tourism stakeholders operating in different economic sector (ej. hotels, restaurants, tourist guides, handicraftsmen, transports, museums, cultural associations, other services, etc.)

tourism SMEs of HWHA.

Art. 2: Taking into account the economic reality of the project area, the characteristics of the tourism SMEs considered by the Fund are as follows:

- Enterprises with an annual income under RPs 10.000.000,00
- Enterprises with maximum 10 employees
- Enterprises where services or products related to tourism represents the main business

Art. 3: The Technical Assistance Fund will finance micro pilot projects for the organization of multi-sector tourism Networks, including individual and/or associate stakeholders operating in the HWHA.

Art. 4: The minimum number of enterprises (or entities) for the organization of a Network is fixed in 6 enterprises.

Art. 5: the Technical Assistance Fund will finance projects in individual or combined form.

## **Chapter 2: Objectives**

Art. 6: The specific objectives of the Fund are the following:

- a) to strengthen the present cultural tourism supply of local stakeholders
- b) to design, organize and implement high quality tourism products and packages
- c) to improve the quality of the present cultural tourism supply
- d) to stimulate local stakeholders in creating tourism networks in order to develop / improve their competitiveness in the tourism market

## **Chapter 3: Intervention sectors and eligible expenses**

Art. 7: Taking into account the problems that are affecting the tourism micro and small tourism enterprises in HWHA the intervention sectors of the Technical Assistance Fund will be as follows:

- improvement of the cultural tourism supply and development of new cultural tourism products;
- assistance for making easier the access to the business credits;
- skills and management strengthen of local tourism stakeholders;
- marketing activities in order to develop new market shares.

Art. 8: Considering the intervention sectors established in Art. 7, the DoT will assist Micro and Small Enterprises Tourism Networks for designing and structuring Business Plans which eligible expenses are as follows:

- a) improvement of the cultural tourism supply and development of new cultural tourism products
  - design and organization of cultural tourism products and packages
  - soft-infrastructures (signalizations, new paths/circuits, etc.)
  - equipment (new technologies, etc.)
  - technical design related to rehabilitation and/or extension of infrastructures
- b) assistance for making easier the access to the business credits
  - expenses related to the request of business credits (bank commissions, legal expenses, etc.)
- c) skills and management strengthen of local tourism stakeholders
  - training, awareness campaigns, conference and workshops
  - institutionalization of the Micro and Small Enterprises Tourism Network

- d) marketing activities in order to develop new market shares
- promotional campaigns of the Micro and Small Enterprises Tourism Network (advertisement, etc.)
  - design and organization of brochures, *depliants*, flyers, etc.

Art. 9: DoT should also start, individually and/or in collaboration with other institutions, special actions in order to promote and stimulate the organization of multi-sector tourism networks.

Art. 10: Each multi-sector tourism network can be assisted for a period no longer than 12 months, including the design and implementation of the Business Plan.

Art. 11: All expenses realized by the multi-sector tourism network before the signature of the contract with the DoT are not reimbursable by the Technical Assistance Fund.

#### **Chapter 4: Beneficiaries / actors**

Art. 10: The Technical Assistance Fund will finance projects presented by Micro and Small Tourism Enterprises organized as multi-sector tourism networks.

Art. 11: Multi-sector tourism networks that present projects will have to respect the objectives listed in Art. 6 of the present regulation.

Art. 12: All Micro and Small Enterprises participant to the multi-sector tourism networks must meet all characteristics established in Art. 2 of the present regulation.

Art. 13: Considering the characteristics of the tourism sector, the beneficiaries will be all stakeholders included in the production chain of the tourism supply. In particular, they should be as follows:

- tour operators and travel agencies
- hotels, *guest-houses*, and restaurants
- handicraftsmen
- tourism guides
- transports
- entertainment services
- cultural stakeholders (museum, cultural associations, dancing/music groups, etc.)

Art. 14: multi-sector tourism networks must be composed by stakeholders coming from at least three of the different economic sectors established in Art. 13.

#### **Chapter 5: Functioning of the Technical Assistance Fund**

Art. 15: The Technical Assistance Fund can be used by a total amount of **RP\$ 9.000.000,00** per year.

Art. 16: The total amount of the contribution for each Business Plan cannot exceed **RP\$ 1.500.000,00** or **80%** of the total amount of each project.

Art. 17: The technical assistance provided by DoT to the multi-sector tourism networks will be as a grant and it will be provided through a selected group of experts.

Art. 18: DoT can implement promotional programs, as established in Art. 9, in order to promote the multi-sector tourism network for a total maximum amount of RP\$ 1.000.000,00 per year.

Art. 19: The Fund can also finance projects that are co-financed by other institutions.

### **Chapter 6: Group of experts**

Art. 20: DoT will select a group of experts that will provide technical assistance to the multi-sector tourism networks. The experts can be individual persons and/or enterprises and they will be included in a special list that will be upgraded every two years by DoT.

Art. 21: The selected experts will have the following characteristics:

- at least 10 years of experience in the organization of multi-sector tourism networks, and tourism product development;
- they do not to be employees of Karnataka’s Government.

Art. 22: The activity of the group of experts will be directly paid by DoT according to the following modalities:

- 30% to the signature of the contract among DoT, multi-sector tourism network and the technical assistant;
- 40% to the presentation of the first report;
- 30% to the end of the technical assistance provided by the expert.

### **Chapter 7: Administration of the Fund**

Art. 23: HWHAMA manages the Technical Assistance Fund on behalf of Karnataka’s Government.

Art. 24: HWHAMA will choose an internal person (member of the PIT) for the administration of the Technical Assistance Fund and to coordinate the work of the selected experts in order to assist the multi-sector tourism networks.

Art. 25: DoT will organize a Technical Committee, composed by a minimum of three and a maximum of five experts of grateful reputation in the tourism sector and development of multi-sector tourism networks. The Technical Committee will be composed by internal and/or external people to the DoT.

Art. 26: The Technical Committee will organize a bidding competition every twelve months and among the 30 days it will select the worth projects.

Art. 27: The multi-sector tourism networks can present projects in any moment, but the Technical Committee will analyze the proposals every twelve months. At the beginning of every year, DoT will have to indicate the date related to the selection of proposals.

Art. 28: The Technical Committee can invite the candidates to improve and/or to specify aspects of the examined proposals.

### **Chapter 8: Duration of the selected projects**

Art. 29: The selected projects should be executed in a maximum period of one year after the signature of the contract with the DoT.

### **Chapter 9: Application**

Art. 30: Each multi-sector tourism network, already organized or in organization process, has to send to the Technical Committee its project proposal for developing a Business Plan of the Network. The project proposal has to include, at least the following information:

- general information about the multi-sector tourism network and all its participants, detailing their experience;
- detailed description of the project idea (characteristics, objectives, activities to be financed, implementation methodology, duration, cost);
- beneficiaries and expected results

Art. 31: Each multi-sector tourism network has also to indicate in its proposal the technical assistant (tutor) that will assist the Network during the elaboration of the Business Plan. The technical assistant (tutor) will be chosen by the Network in the list of technical assistants provided by the DoT (through its strategic partner).

### **Chapter 10: Obligation and responsibilities of the participants**

Art. 32: Each multi-sector tourism network has to:

- name a responsible for the Network;
- start the activities for developing the Business Plan among 30 following days to the signature of the contract;
- collaborate with the technical assistant (tutor) in order to present an interim report (technical and financial) at the six months of the beginning of the project;
- collaborate with the technical assistant (tutor) to present the Business Plan of the Network with the evaluation of the proposed activities.

Art. 33: all members of each multi-sector tourism network is not able to:

- obtain a financing participating to more than one multi-sector tourism network;
- if a tourism enterprise presents its application contemporarily participating to more than one multi-sector tourism network, all its applications will be excluded by the selection process.

### **Chapter 11: Selection criteria**

Art. 34: The Technical Committee will select the projects based on the following criteria:

- quality and creativity of the business idea included in the Business Plan;
- implementation methodology presented in the project proposal;
- experience of each one of the tourism enterprises, considering the involved economic sector;
- economic and financial capacity of the tourism enterprises that compose the multi-sector tourism network.

<b>PROJECT 16.2: TECHNICAL ASSISTANCE FUND FOR THE DEVELOPMENT OF TOURISM ORGANIZATIONS AND/OR ASSOCIATIONS</b>	
Lead Stakeholders: <b>DoT</b>	Level of Priority: <b>MEDIUM-LONG TERM (3<sup>rd</sup> – 5<sup>th</sup> year of Plan implementation)</b>

<b>DESCRIPTION</b>	<p>The present Fund has been conceived in order to facilitate the organization and/or development of tourism associations in HWHA. The cooperation and collaboration within the tourism service providers is not only an important tool for the development of the tourism products and services, but it is a key factor in order to reduce costs related to good and service purchases, marketing actions, legal issues, training, etc.</p> <p>All these activities are normally implemented by dedicated institutions, such as Chamber of Commerce, Chamber of Tourism Enterprises, or local tourism associations normally composed by micro and small enterprises. The purpose of the present Technical Assistance Fund is to allow local stakeholders to organize themselves in tourism associations aimed to:</p> <ul style="list-style-type: none"> <li>- reduce purchasing costs of its members (good ad services, legal services, etc.);</li> <li>- share marketing actions;</li> <li>- improve skills and competences of its members.</li> </ul> <p>The beneficiaries of the present technical assistance fund will not be only local entrepreneurs, but also existing state associations (Chamber of commerce, etc.) that would like to open / strengthen their branch office in HWHA, involving local tourism entrepreneurs.</p> <p><i>For more details, please see “<u>Regulation of the Technical Assistance Fund</u>” below.</i></p>
<b>OBJECTIVES</b>	<p>The main objective of the present Technical Assistance Fund is to strengthen the present tourism supply on HWHA through the organization of new tourism associations or strengthening the existing ones.</p>
<b>IMPLEMENTATION</b>	<p>The activities to be carried out in order to launch the Technical Assistance Fund are as follows:</p> <ul style="list-style-type: none"> <li>- <i>Identification of strategic partners</i>: the technical assistance should have to be provided through a specialized group of experts. They should be individual experts or specialized institutions, such as a local university specialized in tourism development. During this phase, the DoT in collaboration with the HWHAMA will contact all potential interested stakeholders and will sign an agreement for the implementation of the technical assistance.</li> <li>- <i>Selection Committee</i>: a specific selection committee will be organized in order to select the project proposal submitted by the beneficiaries of the fund. It should have to be composed by at least 3 people, including representatives of the DoT, HWHAMA, PIT, the strategic partner (contracted for the technical assistance). The selection committee members will dedicate at least 10 days a year in order to select the project idea submitted by the beneficiaries.</li> <li>- <i>Implementation of the TAF</i>: an annual bidding process will be implemented</li> </ul>

	<p>starting from the third year of the implementation of the present Action Plan.</p> <p>- <i>Technical assistance</i>: the selected institution or individual consultants will provide technical assistance to the fund's beneficiaries as established by the Fund's regulation.</p> <p><i>For more details, please see "Regulation of the Technical Assistance Fund" below.</i></p>
<b>PROJECT IMPLEMENTER</b>	PIT in collaboration with HWHAMA
<b>SUPERVISOR</b>	DoT
<b>DURATION</b>	n. 2 years starting from the third year of implementation of the Action Plan.
<b>COSTS OF THE PROJECT</b>	<p>Total costs for the administration and implementation of the Fund are <b>RP\$ 14.240.000</b>, as detailed below:</p> <ul style="list-style-type: none"> <li>- Total Fund contribution: RP\$ 10.000.000,00 (RP\$ 5.000.000 per year)</li> <li>- Administrative costs: RP\$ ... 240.000,00 (RP\$ 120.000 per year)</li> <li>- Selection Committee costs: RP\$ 1.000.000,00 (RP\$ 500.000 per year per 5 people)</li> <li>- Technical assistance: RP\$ 3.000.000,00 (RP\$ 1.500.000 per year)</li> </ul> <p><b>TOTAL COST (4 years) RP\$ 14.240.000,00</b></p>
<b>NOTE</b>	--

*Regulation of the Technical Assistance Fund (example):*

DoT in representation of Karnataka's Government, supports the improvement of micro and small tourism enterprises competitiveness, stimulating them to organize tourism associations or strengthen branch offices of existing associations or corporations in order to develop the competitive capacities of local tourism entrepreneurs.

The development of new tourism associations or the strengthening of branch offices of existing associations will be stimulated through a **Technical Assistance Fund** (Matching Grant) addressed to the SMEs and enterprise association / corporations already existing in the project area (HWHA).

**Chapter 1: General Framework**

Art. 1: DoT organizes a Technical Assistance Fund for a total amount of **RP\$ 10.000.000** addressed to the tourism SMEs of HWHA.

Art. 2: Taking into account the economic reality of the project area, the characteristics of the tourism SMEs considered by the Fund are as follows:

- Enterprises with an annual income under RP\$ 100.000.000,00
- Enterprises with maximum 50 employees
- Enterprises with at least 3 years of experience in the project area;

Art. 3: The Technical Assistance Fund will finance micro pilot projects for the organization of new tourism associations or the strengthening of branch offices of existing associations operating (or that they want to operate) in the HWHA.

Art. 4: The minimum number of enterprises (or entities) for each association is fixed in 10 enterprises.

Art. 5: The Technical Assistance Fund will finance projects in individual or combined form.

### **Chapter 2: Objectives**

Art. 6: The specific objectives of the Fund are the following:

- a) to strengthen the competitive capacity of the present cultural tourism supply
- b) to reduce administrative and operative costs of the tourism enterprises
- c) to stimulate a sustainable tourism supply based on collaboration and cooperation between all local tourism stakeholders

### **Chapter 3: Intervention sectors and eligible expenses**

Art. 7: Considering the objectives established in Art. 6, the DoT will assist new tourism associations or branch offices of existing associations for designing and structuring Business Plans which eligible expenses are as follows:

- a) legal organization of the association
- b) awareness campaign in order to involve local entrepreneurs
- c) promotional materials (e.g. brochure, logo, etc.)
- d) commercialization actions (e.g. working groups with food and beverage providers, services providers, etc.)
- e) all other services that could be considered directly related to the improvement of the competitiveness capacities of local micro and small tourism enterprises

Art. 8: DoT should also start, individually and/or in collaboration with other institutions, special actions in order to promote and stimulate the organization of tourism associations.

Art. 9: Each tourism association can be assisted for a period no longer than 12 months, including the design and implementation of the Business Plan.

Art. 10: All expenses realized by the beneficiaries before the signature of the contract with the DoT are not reimbursable by the Technical Assistance Fund.

### **Chapter 4: Beneficiaries / actors**

Art. 11: The Technical Assistance Fund will finance projects presented by micro and small tourism enterprises organized as association.

Art. 12: Tourism associations that present projects will have to respect the objectives listed in Art. 6 of the present regulation.

Art. 13: All Micro and Small Enterprises participant to the multi-sector tourism networks must meet all characteristics established in Art. 2 of the present regulation.

Art. 14: Considering the characteristics of the tourism sector, the beneficiaries will be all stakeholders included in the production chain of the tourism supply. In particular, they should be as follows:

- tour operators and travel agencies
- hotels, *guest-houses*, and restaurants
- handicraftsmen
- tourism guides
- transports
- entertainment services
- cultural stakeholders (museum, cultural associations, dancing/music groups, etc.)

- finally, existing tourism associations or cooperatives are considered beneficiaries of the present Fund.

### **Chapter 5: Functioning of the Technical Assistance Fund**

Art. 15: The Technical Assistance Fund can be used by a total amount of **RP₹ 5,000,000,00** per year.

Art. 16: The total amount of the contribution for each Business Plan cannot exceed **RP₹ 1,000,000,00** or **70%** of the total amount of each project.

Art. 17: The technical assistance provided by DoT to the tourism associations will be as a grant and it will be provided through a selected group of experts.

Art. 18: DoT can implement promotional programs, as established in Art. 9, in order to promote the tourism associations for a total maximum amount of RP₹ 500,000,00 per year.

Art. 19: The Fund can also finance projects that are co-financed by other institutions.

### **Chapter 6: Group of experts**

Art. 20: DoT will select a group of experts that will provide technical assistance to the tourism associations. The experts can be individual persons and/or enterprises and they will be included in a special list that will be upgraded every two years by DoT.

Art. 21: The selected experts will have the following characteristics:

- at least 10 years of experience in the organization of tourism associations, and SMEs development;
- they do not to be employees of Karnataka's Government.

Art. 22: The activity of the group of experts will be directly paid by DoT according to the following modalities:

- 30% to the signature of the contract among DoT, multi-sector tourism network and the technical assistant;
- 40% to the presentation of the first report;
- 30% to the end of the technical assistance provided by the expert.

### **Chapter 7: Administration of the Fund**

Art. 23: HWHAMA manages the Technical Assistance Fund on behalf of Karnataka's Government.

Art. 24: HWHAMA will choose an internal person (member of the PIT) for the administration of the Technical Assistance Fund and to coordinate the work of the selected experts in order to assist the tourism associations.

Art. 25: DoT will organize a Technical Committee, composed by a minimum of three and a maximum of five experts of grateful reputation in the tourism sector and development of tourism associations. The Technical Committee will be composed by internal and/or external people to the DoT.

Art. 26: The Technical Committee will organize a bidding competition every twelve months and among the 30 days it will select the worth projects.

Art. 27: The tourism associations can present projects in any moment, but the Technical Committee will analyze the proposals every twelve months. At the beginning of every year, DoT will have to indicate the date related to the selection of proposals.

Art. 28: The Technical Committee can invite the candidates to improve and/or to specify aspects of the examined proposals.

### **Chapter 8: Duration of the selected projects**

Art. 29: The selected projects should be executed in a maximum period of one year after the signature of the contract with the DoT.

### **Chapter 9: Application**

Art. 30: Each tourism association, already organized or in organization process, has to send to the Technical Committee its project proposal for developing a Business Plan of the Network. The project proposal has to include, at least the following information:

- general information about the tourism association and all its participants, detailing their experience;
- detailed description of the project idea (characteristics, objectives, activities to be financed, implementation methodology, duration, cost);
- beneficiaries and expected results

Art. 31: Each tourism association has also to indicate in its proposal the technical assistant (tutor) that will assist the Association during the elaboration of the Business Plan. The technical assistant (tutor) will be chosen by the tourism association in the list of technical assistants provided by the DoT (through its strategic partner).

### **Chapter 10: Obligation and responsibilities of the participants**

Art. 32: Each tourism association has to:

- name a responsible for the tourism association;
- start the activities for developing the Business Plan among 30 following days to the signature of the contract;
- collaborate with the technical assistant (tutor) in order to present an interim report (technical and financial) at the six months of the beginning of the project;
- collaborate with the technical assistant (tutor) to present the Business Plan of the tourism association with the evaluation of the proposed activities.

### **Chapter 11: Selection criteria**

Art. 33: The Technical Committee will select the projects based on the following criteria:

- quality and creativity of the business idea included in the Business Plan;
- implementation methodology presented in the project proposal;
- experience of each one of the tourism enterprises, considering the involved economic sector.

<b>PROJECT 16.3: QUALITY DEVELOPMENT</b>	
<b>Lead Stakeholders:</b> <b>DoT</b>	<b>Level of Priority:</b> <b>SHORT TERM (1<sup>st</sup> year of Plan implementation)</b>
<b>DESCRIPTION</b>	<p>Based on the Background Study, the present quality of tourism infrastructures and services in HWHA are very limited. The lack of minimal quality standards is essentially because of the low professional skills and competences of local entrepreneurs (many of them come from other economic sector, such as agriculture, commerce and handicraft) and the limited financial availability in order to restore accommodation and restaurants. Many tourism accommodation and catering services show evident lack of the basic requirements of a fair management. These problems usually go together with unsatisfactory safety standard for tourists and hospitality industry workers. The risks for the public health are very high with relevant potential negative impacts on the tourism demand flows. The improvement of the infrastructures, and their hygiene and safety is a priority of the present Action Plan.</p> <p>The present activity consists in the identification if the minimal quality standards that could be applied by local stakeholders and in the organization and implementation of a quality development process to be run in the short term.</p>
<b>OBJECTIVES</b>	<p>The main objective of the present activity is the quality development of the present tourism infrastructure in HWHA in order to increase the safe condition of visitors, tourists and local communities. It is expected that a better quality will enhance tourists satisfactions and the tourism flows to the area.</p> <p>A secondary objective related to the present activity is to increase the incomes generated by the tourism entrepreneurs.</p>
<b>IMPLEMENTATION</b>	<p>This activity should have to be conceived as a process where public and private sector work together in order to achieve the minimal quality standard. It is because the quality development needs investments efforts by the private entrepreneurs, and also the public authorities have to be involved in the process since beginning because hygiene and safety are public interest topics. In addition, public authorities play an important role in order to stimulate (e.g. special grants, or programs, etc.) and control local entrepreneurs to increase their quality.</p> <p>The activities to be implemented in order to develop the present quality of tourism services in HWHA can be grouped as follows:</p> <ol style="list-style-type: none"> <li>1. <i>Identification of the minimal quality standards</i>: this activity consists in the identification of the minimal quality standards to be applied by local entrepreneurs. It can be done through the organization of working meetings with local entrepreneurs in order to define with them the most important quality needs and their priorities. The output of this activity will be not only the identification of the minimal quality standards, but also a shared roadmap for achieving these minimum standard.</li> <li>2. <i>Training of local entrepreneurs</i>: all local entrepreneurs will be trained on</li> </ol>

	<p>how to achieve the minimal quality standards identified in the previous phase. In the short term, this training activities could be addressed essentially to accommodation and restaurant owners, while in the long term all other tourism service providers could be involved.</p> <p>3. <u>Organization of a “quality development grant fund”</u>: all trained entrepreneurs will have the opportunity to apply for a special grant supplied by the DoT and administered by the HWHAMA. The grant will cover not more than 30% of the requested investment (<i>it is an example and it should have to be confirmed by the DoT</i>) and it cannot be more than RPs 300.000,00 per entrepreneurs. This grant fund will be used for the restoration / requalification of the infrastructures and for the purchasing of special equipments.</p> <p>4. <u>Technical assistance</u>: a group of local experts (architects, engineers, etc.) will be organized by HWHAMA in order to provide technical assistance to the trained entrepreneurs. This technical assistance will cover all different phases of the quality development process, including preparation of the project proposal for applying to the grant-fund, feasibility study of the interventions, rehabilitation works, etc.. In addition, the technical assistance for the preparation of the project proposals will be paid directly by the DoT, while all other costs related to the rehabilitation works will be covered directly by the entrepreneurs. Costs related to the equipments will follow the rules of the grant-fund.</p>
<b>PROJECT IMPLEMENTER</b>	HWHAMA which will contract a specialized firms and local experts in order to provide the activities listed in the “implementation section” of this project sheet.
<b>SUPERVISOR</b>	Karnataka’s Department of Tourism (DoT)
<b>DURATION</b>	The whole duration of the present Action Plan. Activities 1 and 2 should have to be implemented during the first year, while activities 3 and 4 during the next years of the Action Plan.
<b>COSTS OF THE PROJECT</b>	Total costs for the implementation of the present program are <b>RPs 18.300.000,00</b> as showed in the table below.
<b>NOTE</b>	--

Details of project costs\*:

Activities	Qt.	Costs Unit (Rs)	Sub-Total (Rs)
Identification of minimal quality standard ( <i>specialized enterprises contracted by HWHAMA</i> )	<i>forfeit</i>	300.000,00	300.000,00
Training of local entrepreneurs ( <i>the entrepreneurs will be trained by activity 4.3 of the present Action Plan. The costs are already included in activity 4.3</i> )	360	00,00	00,00
Organization of a “quality development grant fund”	360	40.000,00	14.400.000,00
Technical assistance	120 days	30.000,00	3.600.000,00
<b>TOTAL</b>			<b>18.300.000,00</b>

<b>PROJECT 17.1: PROMOTING MIXED PUBLIC/PRIVATE INVESTMENTS</b>	
<b>Lead Stakeholders:</b> <b>DoT / HWHAMA</b>	<b>Level of Priority:</b> <b>MEDIUM TERM (2<sup>nd</sup> – 5<sup>th</sup> year of Plan implementation)</b>
<b>DESCRIPTION</b>	<p>It is a program that seeks to use public and / or private land. Basically land that is not productive in any other way or which has a potential for tourism development. It can be public or private strategically located in HWHA in order to promote tourism infrastructure development through strategic public-private partnerships.</p> <p>The added value of the present program is that the DoT &amp; the Tourism Unit of HWHAMA will be able to strengthen the tourism supply in HWHA stimulating local, state or national investors to develop new tourism strategic infrastructures in the buffer and peripheral zones. This participatory approach will drive the private investments to develop projects that will be sustainable not only from the economic and financial point of view, but also from the environmental preservation and the social development perspective . This activity shall be guided by the Sustainable Tourism Development Strategy and shall strictly adhere to the established protocols.</p> <p>The present program consists to make available land to private investors under the following conditions:</p> <ul style="list-style-type: none"> <li>- The earmarked lands as per the master plan provisions can be negotiated between the private – private or private public body for a fixed time of xxx years (<i>normally, in other tourism destinations, it is between 10 and 20 years</i>). After this time, the private investor should have to buy the land to a fixed price already determined at the beginning of the public/private partnership.</li> <li>- Through the tourism unit of HWHAMA, the private investors will prepare the business plan of the investment under the supervision of the DoT and HWHAMA and following its tourism development policies and strategies (for instance, they will have to accept the sustainable tourism protocols, <i>see Activity 18.1 for more details</i>).</li> <li>- The present partnership will be applied only to projects considered strategically important to improve the present tourism competitiveness of HWHA, such as infrastructural investment projects related to accessibility, interpretation and cultural centers, other tourism centers.</li> </ul>
<b>OBJECTIVES</b>	The main objective of the present program is to develop a process of developing partnerships between the private & public sharing resources, thereby, sowing demonstrative activities in order to strengthen the present tourism supply
<b>IMPLEMENTATION</b>	<p>The activities to be implemented for the present program are as follows:</p> <ul style="list-style-type: none"> <li>- <u>Identification and mapping of the lands suitable for tourism development, in the Master Plan &amp; in conjunction with the Tourism Strategy</u></li> <li>- <u>Identification of the land &amp; its proposed use shall be guided by the Zonal regulation</u> for each identified Tourism Development related proposal</li> <li>- <u>Development of a data-base including all potential investors</u> at local, state and national level.</li> </ul>

	<ul style="list-style-type: none"> <li>- <i>Promotion and communication at state and national level.</i> This activity will consist in advertisement activities through newspapers and other communication means in order to inform the potential investors about the new opportunities generated by the present Program.</li> <li>- <i>Organization of workshops with potential investors,</i> in order to identify the investors to be involved in the projects and sign the partnership agreement. The workshops could be organized during the Annual Forum (see Activity 5.1 for more details)</li> <li>- <i>Technical assistance</i> for the feasibility study of the project investments will be the main responsibility of the Tourism Unit of HWHAMA. The DoT will make available an expert in order to participate to the conception and drawing of the project investment, in order to assure that all standards and criteria requested by the DoT will be respected.</li> <li>- <i>Organization of a data-base with all architects, engineers and economists</i> accredited by the DoT in order to provide technical assistance.</li> </ul>
<b>PROJECT IMPLEMENTER</b>	HWHAMA (in collaboration with the Program Implementation Team)
<b>SUPERVISOR</b>	HWHAMA & DoT
<b>DURATION</b>	3 years starting from the second year of the implementation of the Action Plan
<b>COSTS OF THE PROJECT</b>	<p>The total cost for the present Activity is <b>RP\$ 2.630.000,00</b> as showed below:</p> <ul style="list-style-type: none"> <li>- Mapping of the potential lands for tourism development: RP\$ 300.000,00</li> <li>- Development of a data-base (potential investors): RP\$ 65.000,00</li> <li>- Promotion and communication activities: (<i>forfeit</i>) RP\$ 1.000.000,00</li> <li>- Organization of workshops: RP\$ 0,00 (<i>the costs of this activity are already including in the Annual Forum</i>)</li> <li>- Technical assistance: RP\$ 1.200.000,00 (<i>around 200 working men-days estimated</i>)</li> <li>- Data-base of experts (for technical assistance): RP\$ 65.000,00</li> </ul> <p style="text-align: right;"><b>TOTAL RP\$ 2.630.000,00</b></p> <p>IMPORTANT: the present budget does not include all costs related to the value of the public lands.</p>
<b>NOTE</b>	<p>The “<b>Tourism Hub</b>” (promoted by the DoT in Kamalapura) is a typical project that could be included under this Program. In particular, the Consultant suggests the following:</p> <ul style="list-style-type: none"> <li>- Accommodation (rooms) can be included as per the carrying capacity &amp; other feasibility studies</li> <li>- the Tourism Hub can be conceived as an interpretation center including the miniature of HWHA, multimedia rooms, restaurants;</li> <li>- a dedicated area can be addressed to some boutiques and shops.</li> </ul>

<b>PROJECT 17.2: BASIC INFRASTRUCTURE AND EQUIPMENT FOR TOURISM DEVELOPMENT</b>	
<b>Lead Stakeholders:</b> <b>DoT</b>	<b>Level of Priority:</b> <b>SHORT TERM (1<sup>st</sup> - 2<sup>nd</sup> year of Plan implementation)</b>
<b>DESCRIPTION</b>	<p>The present activity will be particularly important in order to stimulate the development of Discovery tourism, Adventure Tourism and Active Nature Tourism (they are three tourism products identified in the Tourism Development Strategy for HWHA).</p> <p>These basic infrastructures and equipments have already been identified by the DoT (see, <i>Tourism Project Proposal for Funding - Karnataka tourism 2007-2008. Actions “5a” and “5b”</i>) and they are as follows:</p> <ul style="list-style-type: none"> <li>- Kamalapur – water sports center</li> <li>- Sanapur – water sports center</li> <li>- Base camp at HPC</li> <li>- Auxiliary camp at Sister stones</li> <li>- Auxiliary camp at River bank</li> <li>- Purchase of equipment (<i>related to the base and auxiliary camps and water sport centers</i>)</li> </ul> <p>Adventure, discovery and active tourism are mainly organized during the Hampi Utsav, while there is a lot of potential for these tourism products to be organized and supplied to local, regional, national and international tourists. Especially the base and auxiliary camps are considered by all interviewed stakeholders as a very important infrastructure to be developed in order to allow tourists to visit many tourism attractions that actually are not very well connected with the accommodation services located in the urban areas. In addition, this infrastructure allow tourists stay longer in the project area and, at the same time, it allows local stakeholders to diversify the present tourism supply.</p>
<b>OBJECTIVES</b>	The main objective of the present activity is to provide infrastructures and equipments to be used in order to develop new tourism products to be integrated to the existing ones and to create the condition to stimulate the tourists to stay longer in HWHA.
<b>IMPLEMENTATION</b>	<p>Taking into consideration that the locations of the basic infrastructure have already been identified by the DoT, the main actions in order to implement the present activity are as follows:</p> <ul style="list-style-type: none"> <li>- <u>Agreements with local key actors or communities in order to manage the water sports centers and camps.</u> As said in the <i>Tourism Project Proposal for Funding - Karnataka tourism 2007-2008. Actions “5a” and “5b”</i> the adventure water sports facilities will be managed by a local organization known as NOPASANA with an agreement by HWHAMA. While there is the need to find a key-player for the management of the camp facilities. It could be a local organization or a whole community.</li> <li>- <u>Development of the facilities and related equipment</u> as detailed in the project proposal elaborated by the DoT.</li> </ul>
<b>PROJECT</b>	HWHAMA

<b>IMPLEMENTER</b>	
<b>SUPERVISOR</b>	DoT
<b>DURATION</b>	12 months starting from the first year of the project.
<b>COSTS OF THE PROJECT</b>	As estimated by the DoT, total cost for the present activity is <b>Rs 56.390.000.</b> for more details, please see <i>Tourism Project Proposal for Funding - Karnataka tourism 2007-2008. Actions “5a” and “5b”</i> .
<b>NOTE</b>	In the medium-long term, new base and auxiliary camps should have to be developed even in the Anagundi area and in the northern part of HWWA.

<b>PROGRAMME 18.1: ORGANIZATION OF A “SUSTAINABLE TOURISM DEVELOPMENT ROUND TABLE”</b>	
Lead Stakeholders: <b>HWHAMA</b>	Level of Priority: <b>MEDIUM TERM (2nd - 3rd year of Plan implementation)</b>

<b>DESCRIPTION</b>	<p>The present activity has to be considered complementary to the Annual Forum and consists in the organization of dedicated working technical meetings (round-tables) with local or national potential investors interested to invest in the area. the purpose of these round-tables is to provide all information about legislation, financial opportunities, etc. to the potential investors. It is a kind of technical assistance provided HWHAMA to all stakeholders in order to stimulate those typologies of investments in HWWA that are in line with both the present preservation policy adopted by the Government and the present Sustainable Tourism Development Strategy.</p> <p>In order to make HWHAMA able to assist the potential investors, the round-table should have to be organized each two months. A group of experts should have to be selected by HWHAMA in order to provide technical assistance to the beneficiaries. And the requested expertise should be as follows: i) tourism legislation in the project area; ii) preservation rules; iii) urban and landscape planning, etc. the meetings should have to be attended both by the investors and all local governments.</p> <p>Finally, the beneficiaries are identified through the Annual Forum and the Local Consultative Committees. And they could be investors at local, state or national level.</p>
<b>OBJECTIVES</b>	The main objective is to stimulate an investments process in HWWA in the respect of local development policies and strategies.
<b>IMPLEMENTATION</b>	<p>The activities to be implemented are as follows:</p> <ul style="list-style-type: none"> <li>- Identification of the potential investors: the investors will be identified during the implementation of the Annual Forum and its follow-up activity (see activity 5.1 for more details). In addition, other potential investors, especially at local level, could be identified during the Local Consultative Committees and other working meetings organized in HWWA.</li> <li>- Organization of an investor data-base: it will be important to create a special data-base including all information about the potential investors and their projet ideas and requests. In this way, it will be easier to assist them facilitating the investments.</li> <li>- Development of an “investment guide”: it is a practical tool to be delivered during the Annual Forum or the round-table and has the purpose to inform potential investors about the present legislation related to urban development in HWWA, sustainable tourism development strategy of HWWA (including sustainable protocols, etc.) , financial opportunities for investors, etc..</li> <li>- Organization of the meetings: the round table should have to be organized each three or four months in order to facilitate the investments. The</li> </ul>

	purpose of these meetings is finalize the project ideas in a concrete projects to be implemented. These meetings could be organized directly at the HWHAMA offices in Hospet or Kamalapura.
<b>PROJECT IMPLEMENTER</b>	In the short term, the Program Implementation Team could be the implementer of the present activity, but in the long term it should have to be a specific duty of the HWHAMA.
<b>SUPERVISOR</b>	DoT, in collaboration with ASI
<b>DURATION</b>	It is a medium term activity to be implemented starting from the 2nd – 3rd year of Action Plan implementation.
<b>COSTS OF THE PROJECT</b>	Costs are limited because mainly referred to the preparation of the “investors data-base” and the “investment guide”. It is estimated a total Rs. 300.000,00
<b>NOTE</b>	--

### PROJECT 19.1: DEVELOPMENT OF SUSTAINABLE TOURISM PROTOCOLS

Lead Stakeholders:  
**HWHAMA**

Level of Priority:  
**MEDIUM TERM (2<sup>nd</sup> 3<sup>rd</sup> year of Plan implementation)**

<b>DESCRIPTION</b>	<p>The present activity consists in the final review and approval version by local stakeholders of the three different sustainable tourism protocols identified in the Sustainable Tourism Development Strategy. The three protocols are as follows:</p> <ul style="list-style-type: none"> <li>• Ethic protocol for the Government</li> <li>• Socio-Economic Development Protocol</li> <li>• Environmental Preservation Protocol</li> </ul> <p>These protocols will be based on a voluntary adhesion of the tourist stakeholders. However, in order to stimulate local stakeholders to participate to the present Sustainable Tourism Development Strategy, only those stakeholders that will accept the protocols will be able to apply for the different opportunities offered by the present Action Plan (especially referring to the grants, training and technical assistance activities).</p> <p><i>For more details, please see “Third Report - Sustainable Tourism Development Strategy”.</i></p>
<b>OBJECTIVES</b>	The main objective of this action is to spread the positive impacts of tourism development to the local population, especially in terms of additional incomes, new job opportunities, and preservation on local cultural heritage.
<b>IMPLEMENTATION</b>	<p>The implementation of the protocols passes through the followings phases:</p> <ul style="list-style-type: none"> <li>• <i>Definition and approval of the protocols</i>: a draft version of the protocols has been proposed by the Consultant in the Third Report of the present technical assistance. This draft version should have to be discussed for final approval (or integration) with all local stakeholders to the local stakeholders and population through the Consultative Committees. The discussion among all participants will allow HWHAMA to identify the final and accepted version of the protocols.</li> <li>• <i>Operating of the protocols</i>: the protocols will be adopted by all beneficiaries of the present tourism development strategy. In particular, the acceptance of the protocols by local stakeholders will be a “<i>conditio sine qua non</i>” to access to the activities and programs included in the</li> </ul>

## Tourism Development Strategy for HWHA

	Action Plan of HWHA Tourism Strategy. For instance, the tourist enterprises will be included into the tourism circuits only if they adopt sustainable tourism protocols. Each stakeholders should have to sign a declaration in order to accept the protocol. Finally, a control system should have to be organized by HWHAMA in order to monitor if stakeholders are respecting the protocols.
<b>PROJECT IMPLEMENTER</b>	HWHAMA
<b>SUPERVISOR</b>	DoT
<b>DURATION</b>	Discussion and signature of the protocols should have to be done during the second year of Action Plan implementation.
<b>COSTS OF THE PROJECT</b>	The costs of the present activity are only related to the monitor activities to be implemented by HWHAMA. It could be estimated in 90 working/man days per year for a total amount of Rs 120.000,00 per year. ( <b>Rs 360.000,00</b> per three year of implementation).
<b>NOTE</b>	--

<b>PROJECT 19.2: DIVERSIFICATION OF TRADITIONAL SECTORS INTEGRATING CULTURAL AND TOURISM ACTIVITIES</b>	
<b>Lead Stakeholders:</b> <b>HWHAMA</b>	<b>Level of Priority:</b> <b>MEDIUM-LONG TERM (3<sup>rd</sup> – 5<sup>th</sup> year of Plan implementation)</b>
<b>DESCRIPTION</b>	<p>Based on the Background Study the majority of tourist entrepreneurs come from other sector such as agriculture and commerce. This is a phenomenon that can completely change the traditional economy of HWA in the medium term, putting in danger local traditions. In order to avoid this negative impact that tourism sector can generate, it is important to develop new (or addition) income opportunities to the main economic activity (agriculture). In order word, through the present program, the DoT and HWHAMA will be able to assist local farmers in HWA to have additional income generated by tourism sector, without the need to change their traditional sector (moving from agriculture to tourism business).</p> <p>This program takes advantage by the tourism products and circuits identified in the Sustainable Tourism Development Strategy for HWA. In particular, the tourism products will allow local stakeholders to develop cultural and natural circuits and packages where tourists will be in direct contact with local farmers. These last ones will be able to sell products and tourism services to visitors and tourists.</p> <p>The additional incomes could be generated through the following activities provided by the farmers:</p> <ul style="list-style-type: none"> <li>- Room-let</li> <li>- Restaurant service</li> <li>- Cooking courses of traditional dishes</li> <li>- Sales of typical handicraft and gastronomic products.</li> </ul>
<b>OBJECTIVES</b>	<p>The main objective is to create additional incomes to local farmers using the new opportunities generated by tourism development.</p> <p><b><i>IMPORTANT:</i></b> as these are additional income, it is suppose that the main activity will remain agriculture.</p>
<b>IMPLEMENTATION</b>	<p>For the implementation of the present program, the following activities are needed:</p> <ul style="list-style-type: none"> <li>- <b><i>Awareness campaign:</i></b> this activity has the aim to make aware local farmers about the present assistance program and the new opportunities in term of additional incomes that tourism can generate. Through this awareness campaign it will be possible to show to local farmers how it is possible to do business with tourism sector continuing to be farmers.</li> <li>- <b><i>Special training:</i></b> all farmers that will show their interest during the awareness campaign will be trained in order to improve their skills and competences related to provide tourism services. Depending by the specific needs of local farmers, the training courses could include the following topics: <ul style="list-style-type: none"> <li>o Quality process in the tourism services</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>○ Safety measure for tourists</li> <li>○ Customer satisfaction</li> <li>○ Local gastronomy</li> <li>○ Room-let management</li> <li>○ Commercialization techniques</li> <li>○ Administration and management of tourism services when they are complementary services to the main activity of the entrepreneurs</li> </ul> <p>- <i>Technical assistance</i>: all trained entrepreneurs will be assisted in order to develop their business plan and to make easier their integration with tourism sector. HWHAMA should provide this technical assistance through a strategic partner specialized in education and training activities.</p> <p>- <i>Special micro-fund</i>: a micro fund could be created in order to allow local farmers to integrate tourism services to their traditional activity. This micro-fund is considered particular important in order to stimulate the farmers to participate to the program and, considering the present situation in HWHHA, it could be around Rs. 80.000,00 per farmers. Only farmers that have participated to the training courses and developed a concrete business plan of his project idea will be able to supply for the micro-fund. This micro-fund could follows the same rules identified for the Technical Assistance Funds already included in this Action Plan (see Activities 15.1, 15.2 and 20.1)</p>
<b>PROJECT IMPLEMENTER</b>	PIT and HWHAMA
<b>SUPERVISOR</b>	DoT in collaboration of the Department of Agriculture of Karnataka's Government
<b>DURATION</b>	Three years starting from the 3 <sup>rd</sup> year of Action Plan implementation.
<b>COSTS OF THE PROJECT</b>	<p>The total estimated cost for program implementation is <b>Rs. 4.900.000,00</b>.</p> <ul style="list-style-type: none"> <li>- Awareness campaign                      Rs. 150.000,00</li> <li>- Training (100 farmers, estimated)Rs. 250.000,00</li> <li>- Technical Assistance:                      Rs. 1.500.000,00</li> <li>- Micro-fund:                                      Rs. 3.000.000,00</li> </ul>
<b>NOTE</b>	Department of Agriculture of Karnataka's Government could finance part of the financial resources to be used for the present program.

<b>PROJECT 20.1: BRANDING STRATEGY – A NEW IMAGE FOR HWA</b>	
<b>Lead Stakeholders:</b> <b>DoT</b>	<b>Level of Priority:</b> <b>MEDIUM- TERM</b>
<b>DESCRIPTION</b>	<p>The project consists in the conception and design of a new tourism logo for HWA. In particular, it will be a branding strategy approach which allows to HWA not only to be more visible at national and international level, but also for regulating the minimum quality standards to be supplied by all tourism services providers of HWA (<i>the new logo will be a sort of classification tool to be used during the quality development process, see Activity 15.3</i>).</p> <p>Actually, there are many tourism brands created and used by tourism and cultural stakeholders in HWA, in addition to the institutional one. For the success of the tourism marketing actions, there is the need to identify a new brand which include a specific regulation about the minimum quality standards to be applied by local stakeholders. The new logo could be a revision of the existing institutional one, but in any case, it will be important standardize the marketing actions of the project area with an individual logo/brand.</p>
<b>OBJECTIVES</b>	<ul style="list-style-type: none"> <li>• To create and promote a new cultural tourism image of HWA</li> <li>• To stimulate a standardization of the quality of tourism services in HWA.</li> </ul>
<b>IMPLEMENTATION</b>	<p>The activities to be implemented are as follows:</p> <ul style="list-style-type: none"> <li>• <u>Analysis of the present brands/logos</u> used in HWA by all private and public stakeholders in order to verify both the opportunity to use one of the already existing or to create a new one with the agreement of the main stakeholders. Local Consultative Committees, Annual forum, and all other working groups and communicative moments will be important means to use in order to implement the present activity.</li> <li>• <u>Design of a new logo (brand) of HWA</u>: through a participatory approach including all main tourism stakeholders for the project area, the new logo / brand of HWA will be identified and designed by a professional directly contracted by HWHAMA. The identification of the new logo / brand for HWA should be done at least through the following steps: i) definition of the new image of HWA; ii) design of 3-4 different options and their brand declinations; iii) testing on the market of the identified brands.</li> <li>• <u>Identification of the regulations governing the use of the new logo / brand</u>, and integration of the logo to the minimal quality standards identified in Activity 15.3 (Quality development). The logo will be used in order to classify the quality provided by the tourism entrepreneurs working in HWA.</li> </ul>
<b>PROJECT IMPLEMENTER</b>	HWHAMA will contract a local specialized firm in order to conceptualize and design the new logo and image of HWA.
<b>SUPERVISOR</b>	DoT
<b>DURATION</b>	8 months during the third year of Action Plan implementation.
<b>COSTS OF THE PROJECT</b>	The total cost for the identification and design of the new logo / brand is <b>RP 1.600.000,00</b> .
<b>NOTE</b>	In order to optimize the present marketing activities implemented by the State go Karnataka and the Government of India, the new logo / brand will have to be in line with their promotional and marketing policies and strategies.

<b>PROJECT 20.2: PROMOTION AND MARKETING ACTIVITIES</b>	
<b>Lead Stakeholders:</b> DoT	<b>Level of Priority:</b> <b>MEDIUM-LONG TERM (3<sup>rd</sup> – 5<sup>th</sup> year of Plan implementation)</b>
<b>DESCRIPTION</b>	<p>The project consists in the organization and implementation of a set of marketing activities able to promote and commercialize the cultural tourism products and packages of HWHA towards selected tourism segments and markets.</p> <p>These marketing activities should be classified in two different categories as follows:</p> <p>a. <b>Pull-type actions:</b> they attract (<i>‘pull’</i>) the consumers towards the productS and for this reason the actions are addressed to:</p> <ul style="list-style-type: none"> <li>- <u>‘prescriptors’ and journalists:</u> to improve the image, increase the interest and spread the knowledge of the destination among the public;</li> <li>- <u>actual tourists:</u> to stimulate re-buying and advice to other people about the destination through “word to mouth” advertising;</li> <li>- <u>potential tourists:</u> increase the knowledge, stimulate the attention toward and facilitate purchase of the destination.</li> </ul> <p>b. <b>Push type actions:</b> they <i>‘push’</i> the tourism products towards the consumers through the following distribution channels:</p> <ul style="list-style-type: none"> <li>- <u>Direct channel,</u> the tourist packages created at local level are directly sold to the public (direct selling through paper advertising, websites, etc.) without the involvement of intermediaries.</li> <li>- <u>Indirect channel,</u> typically consisting of TOs, TAs, PCOs, associations, etc. In this case, the marketing actions have to address a public of tourism professionals and - through advertising, workshops, exhibits, personal meetings, etc.- stimulate their interest for the local tourism supply. The aim is ‘to force’ TOs to have the tourist destination (and its relevant tourist packages) included in their catalogues.</li> </ul> <p>At the present, despite the efforts provided by the DoT and other local stakeholders, there is not a promotion and commercialization of an organized cultural tourism product portfolio based on an “umbrella approach”. With the new Sustainable Tourism Development Strategy, there is the need to organize and implement a set of specific communication and commercialization activities that will support the new image of HWHA as Cultural Tourism Destination.</p>
<b>OBJECTIVES</b>	<ul style="list-style-type: none"> <li>• To integrate and strengthen the present marketing activities of State and National Government, promoting and commercializing the cultural tourism portfolio of HWHA at national and international level.</li> <li>• To increase the interest of tourism stakeholders and tourists towards the area as a cultural destination.</li> </ul>
<b>IMPLEMENTATION</b>	<p>In general, there are several marketing actions that should be implemented by the DoT and other tourism stakeholders to promote and commercialize the tourism products (its packages and circuits) at national and international level. So that, the Consultant has used the following prioritizing criteria for selecting the specific marketing actions to be included in the present Sustainable</p>

**Tourism Development Strategy:**

- marketing actions that stimulate additional tourism arrivals;
- marketing actions that allow local stakeholders to implement an “umbrella strategy” for promoting and selling the whole HWHA as an individual cultural tourism destination;
- marketing actions that develop the direct commercialization channel and strengthen the indirect one (local and national tour operators)

The creation of an Internet portal and a new brand / logo for HWHA are two very important tools to be developed, but they are not included in this group of marketing actions because already included in project's sheets 20.1

The marketing actions should be focused on the following topics:

- A. **Communication & Promotion** (promotion actions towards “prescriptors”, disclosure actions through articles in the press, advertising, creation of support material, etc.)
- B. **Commercialization** (improvement of the present selling channels, direct marketing of tourist packages created by the local cultural tourism enterprises, etc.)

**A. Communication & Promotion**

The communication and promotion actions aim at disseminating the knowledge of HWHA as a prime *cultural* tourism destination at national and international level. At the same time, the communication and promotion actions would also increase the awareness of the cultural assets of the destination in “not-cultural tourists” and local stakeholders.

The Communication and Promotion activities should include:

**A.1 Publications**

**A.1.1 Cultural and Natural Heritage tourism catalogue of the area:** It is an important tool in order to promote and sell the area to cultural tourists, cultural tourism professionals and the associations of cultural “passionate” people. Besides this, various attractive and promotional leaflets / folders related to the specific identified priority cultural tourism products should be created. Obviously the issuing should be in the main international languages (target markets) and by the creation of a 60-70 pages brochure including a general introduction on the general cultural followed by a description of all the specific tourism products with the information about:

- Cultural and natural heritage tourism attractions;
- history, tradition, food, etc.;
- maps and location of the cultural tourism assets;
- hotels, transports and cultural tourism services provided in the area.
- special offers, tourist packages offered by all local tourism entrepreneurs (this part would also be inserted in a separate price-list, to be updated every year).

Distribution: around 50.000 copies in different languages (English, French, Spanish, Italian, Chinese).

**A.1.2 Cultural Tourism Sales manual on CD-Rom / DVD:** This is a specific marketing tool addressed to national and international Tour Operators, Travel Agencies and other Intermediaries (such as Associations) with the purpose of providing a description of the tourism organization of the area. It provides information about the cultural and natural heritage tourism offer of the area, the cultural and natural tourism products and packages, the related

services, and the main characteristics of the local tourist stakeholders (hotels, restaurants, tourist services, agro-tourism, B&B, etc.).

This Sales Manual should be printed on CD-Rom / DVD and distributed in around 3.000 copies per year in at least 4 languages (English, French, Chinese and Spanish) and also be downloadable from the website.

**A.1.3 2D Maps and other digital tools:** Realization of a fascinating graphic map of the area in 2D (two dimensions) both in paper and digital version, that visually makes pleasant and easy to understand the territory and the principal cultural and natural attractions of the area. The advantage of maps in 2D is that the perspective is rendered perceivable, being based on a non flat reproduction of an area or city. In the middle term it could also be hypothesized to pass to maps in 3D (three dimensions) and which permits to carry out zooming of sites of particular interest for the tourists finding here real webcams or photographic images of the site, monument or select landscapes. In addition it will be important to create digital maps, itineraries, and e-book (guides) for smart-phones and palmares.

## **A.2 Advertising**

This action intends to promote the cultural and natural heritage tourism attractions of HWHA in selected markets using the mass-media, as follows:

**A.2.1 Campaigns & Co-Marketing:** The present promotion activities implemented by Karnataka's Government should be strengthened and supported with an additional budget focused on HWHA cultural and natural tourism products. In this case, it should be important to launch a advertisement campaign on the radio and TV as well in specialized magazines (culture, etc.), tourist guides (Lonely Planet, etc.), which can also successfully done in co-marketing with other local stakeholders. Co-marketing is a successful model already used by many tourist boards worldwide, and it is based on joint actions with private companies of the car and aircraft industry, mobile phones, soft drink producers, etc., in order to participate in their promotional campaigns, buying for instance some seconds in TV spots of these companies, offering prizes in contests, etc. In this way spending around 50% of the normal price, a destination can participate and be visible with the tourism brand in massive TV, radio and magazines campaigns, in the main foreign geographical target markets.

**A.2.2 Web Marketing & Web 2.0:** Considering the importance of the web portal in the present marketing strategy, the advertisement on the web has to be considered inescapable. A comprehensive range of state-of-the-art web marketing solutions should be adopted, starting from *search engine marketing* in order to increase the website presence, perceiving the goal of a good ranking of the cultural tourism section of HWHA tourism portal in the major search engines (such as Google) and directories (e.g. Expedia) driving qualified costumers, e.g. through optimizing of the keywords that costumers search for related to the many cultural tourism products that HWHA will supply. Many other possibilities are offered by the web for innovative tourist marketing, from *search engine advertising* to *linkage exchange* with online partnerships. In this sense also the implementation of web 2.0 related tools and services is fundamental. Meaning with Web 2.0 a number of *new* internet based interactive services which have altered the usage of the Internet, transforming users from passive readers to active interacting surfers through the exchanging of photos, videos, music; the making of contacts and dates, etc.. In this sense, it is suggested to create webpage in the most important social network such as, for instance, *Facebook* or *Twister*. And to download

videos and images on the most popular video-sharing portals (e.g. *Youtube*, etc.). For the implementation of the present activity there is the need to develop specific videos, photos album, and podcast that can be easily downloaded by Internet.

### **A.3 Public Relations & Press**

**A.3.1 Realization of a “press kit”:** Creation of an electronic support (CD / DVD, “press corner” on the website, etc.) with all information - history, curiosities, locations, etc. - and photos about the main cultural and natural tourism attractions of HWHA, to be distributed to / downloaded by journalists, tourism professionals and other key players. This action intends to encourage the publication in newspapers, guides and magazines of articles and reports about HWHA, as well as to provide the TOs with reference materials to create “HWHA pages” in their brochures.

**A.3.2 Organization of Press-Tours:** it consists in the organization of guided tours for journalists that are invited for two or more days to stay in the tourism destination. The purpose of the press-tours is to inform the media about local tourism supply of HWHA and stimulate journalists to write articles to be published in newspapers, magazines, specialized media, etc.. It is suggested to organize at least one press tour a year starting from the third year of Action Plan implementation. Around 15-20 national and international journalists should have to be invited per event.

**A.4 Photo database:** due to the limited quality of photos used by local stakeholders in their marketing activities, it is suggested to contract a professional photographer in order to create a photo database of around 3.000 very high quality photos to be used for all promotional and marketing activities of HWHA. This photo database should have to be made available, under the acceptance of the DoT visibility policy (e.g. for each photo used by private stakeholders it is compulsory to detail the source, etc.) o all local stakeholders in order to facilitates their promotional and marketing activities.

## **B. Commercialisation**

The main objective of this second group of actions would be the creation of a direct link between the local tourism entrepreneurs and the selling channels (Tour Operators, Travel Agencies, Associations, etc.).

**B.1 Organization of educational tours and participation to tourism fairs, workshops and road-shows (buying and selling events):** The workshops usually are excellent opportunities for the commercialization of tourist destinations and products, because they create direct links between tourist sellers and buyers.

The “*educational*” is a guided visits to the cultural tourism and natural attractions of HWHA addressed to selected cultural tourism specialized TOs, TAs, PCOs, Associations, etc.. The specific aim is to stimulate the cultural tourism professionals and prescriptors (such as the associations) in having the cultural tourism offer of HWHA included in their future destination lists. The “*roadshows*” are marketing tools similar to the *educationals* and *workshops*, with the difference that all the activities are organized in the target markets (local tourism stakeholders go to selected markets in order to meet with TOs and other intermediaries that could be interested to “sell” HWHA as tourism destination). The Culture and Tourism District should pursue these types of actions and at the same time should participate to similar initiatives organized by third parties (National Tourism Board, etc.). Considering HWHA, it is

	<p>suggested to participate / organize the following events:</p> <ul style="list-style-type: none"> <li>- At least participation to the <i>international tourism fairs</i> organized in India, Germany, UK, Italy, Spain, France, China, Hong Kong and USA.</li> <li>- Organization of at least one workshop, one educational, and one roadshow per year starting from the third year of Action Plan implementation. Considering the high costs for the organization of roadshows, it is suggested to implement these kind of events only in the main cities of India (Bangalore, New Delhi, Mumbai, Hyderabad, etc.). The roadshow could be implemented, for instance, through the organization of a show / event in the most important institutional or popular places of these cities.</li> </ul> <p><b>B.2 Creation of a mini-stand:</b> there is the need to create a mini-stand to be used by local stakeholders during the participation to the national and international fairs. In particular, it is suggested to develop a mini-stand that can be easily integrated in the present Tourism Stand used by the Government of India in the international tourism fairs.</p> <p><b>B.3 Creation of a Database of Cultural Tourism Professionals and Associations:</b> A database of the main National, European and other International <i>cultural</i> tourism professionals and Associations should be created in order to have a mailing list to be used for efficient marketing through <i>direct mailing</i> of HWA. This database should contain at least the details of 2-3.000 national and international stakeholders.</p> <p>Finally, additional actions to the listed above and addressed to national and international stakeholders should be as follows:</p> <p><b>C. Seminars, meetings, workshops, focus groups</b></p> <p>The participation of a representative of HWA” to seminars, meetings, workshops, focus groups, etc. organized at national and international level (for instance, participation to UNESCO’s workshops organized in selected countries) is instrumental to increase knowledge and attention of selected markets and stakeholders towards HWA. In addition, the participation to these events could be very useful in order to identify and develop strategic partnerships with other tourism destinations</p> <p><b>D. Newsletters</b></p> <p>Realization and distribution of newsletters addressed to all local, national and international stakeholders that should be interested to HWA. This tool would contain technical information regarding the progress of HWA, specific activities of the area, trends in cultural tourism in the national and international markets, results of the actions undertaken, new programs to be realized, etc.. An electronic copy should be delivered by e-mail to the mailing list included in the data-base of professionals.</p>
<b>PROJECT IMPLEMENTER</b>	Based on the specific requests of the activities listed above, specialized firms and/or individual consultants will be contracted by HWHAMA.
<b>SUPERVISOR</b>	DoT
<b>DURATION</b>	The preparation of all these activities could start from the third year of Action Plan implementation, when tourism products and packages will be already organized and market-ready. While their implementation (e.g. tourism fairs, workshops, educational and roadshows, etc.) will be done during the last two years of Action Plan implementation.
<b>COSTS OF THE PROJECT</b>	The total costs for these promotion and commercialization activities is <b>Rs. 44.606.400</b> as detailed below.
<b>NOTE</b>	--

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*Details of project costs:*

COSTS	Qt	Rs. per unit	Sub-total costs (Rs.)	
			1° year	2° year
<b>PROMOTION</b>				
<b>Publications</b>				
Cultural tourism catalogue of the area	20.000	240,00	4.800.000,00	-
Cultural Tourism Sales manual on CD-Rom / DVD	3.000	120,00	360.000,00	360.000,00
2D Maps and other digital tools	forfait	2.000.000,00	2.000.000,00	-
<b>Advertisement</b>				
Campaigns & Co-Marketing	forfait	9.600.000,00	9.600.000,00	9.600.000,00
Web Marketing & Web 2.0	forfait	1.200.000,00	1.200.000,00	1.200.000,00
<b>Public Relations and Press</b>				
Realization of a “press kit”	forfait	720.000,00	720.000,00	240.000,00
Organization of a press-tour	40	48.000,00	960.000,00	960.000,00
<b>Photo database</b>				
3.000 photo database	forfait	1.000.000,00	1.000.000,00	-
<b>COMMERCIALIZATION</b>				
Educational tours, workshops and road-shows	6	480.000,00	1.440.000,00	1.440.000,00
Participation to national and international tourism fairs	9	720.000,00	3.600.000,00	2.880.000,00
Creation of a mini-stand for tourism fairs	1	960.000,00	960.000,00	-
Database of Cultural Tourism Professionals and Associations	1	480.000,00	480.000,00	-
<b>STRENGTHENING ACTIVITIES</b>				
Seminars, meetings, workshops, focus groups	6	96.000,00	288.000,00	288.000,00
Newsletters	24	9.600,00	115.200,00	115.200,00
<b>TOTAL</b>			<b>27.523.200,00</b>	<b>17.083.200,00</b>
<b>GRAND TOTAL</b>			<b>Rs. 44.606.400,00</b>	

<b>PROJECT 20.3: E-COMMERCE AND SUSTAINABLE CULTURAL TOURISM DEVELOPMENT PLATFORM</b>	
Lead Stakeholders: <b>HWHAMA</b>	Level of Priority: <b>LONG TERM (5<sup>th</sup> year of Action Plan implementation)</b>
<b>DESCRIPTION</b>	<p>The project consists in the conception, design, development, implementation and launching of a E-Commerce and Cultural Tourism Sustainable Development Platform of the Cultural Tourism District.</p> <p>The internet platform will be created not only for promoting and commercializing HWHA (e-commerce), but also for stimulating a sustainable tourism development. Based on the above identified purposes the Internet Platform will be organized for stimulating its participants (local cultural and tourism stakeholders) in exchanging information and collaboration (best practices) in order to use the Platform as a concrete benchmarking tool. In particular, the Platform will be based on the following three typologies of inter-exchanges:</p> <ul style="list-style-type: none"> <li>- <b>BtoB:</b> in this case, the Platform will allow all tourism and culture stakeholders involved in the platform to organize collaborations among participants in order to identify and communicate best-practices developed by some participants to the other participants;</li> <li>- <b>BtoC:</b> it is the classical using of the E-commerce Platform structures for selling tourism packages, promoting the tourism supply of all participants to the market and providing information to the tourists;</li> <li>- <b>CtoC:</b> it is the new era of internet (web2.0) and it is based on the information exchanging among the consumers. This last typology of inter-exchanges will be useful in order to identify information to be used by the Platform (and its participants) to understand the characteristics of the present tourism segments interested to spend an holiday in HWHA or other tourism destinations in Karnataka or other neighboring States eventually included in the Platform.</li> </ul> <p>Actually there is not a similar internet platform in HWHA. Local stakeholders have developed various typologies of internet web-site, but they are essentially used for commercializing tourism packages of individual operators. In addition, there is a web-site of HWHA but it is mainly structured in order to provide information to tourists about events, festivals, etc..</p> <p>This project has been considered strategic for tourism development in HWHA because, based on the interviews conducted by the Consultant with local tourism stakeholders, there is the need to strengthen the promotion and commercialization of the area, especially through internet based tools, and to stimulate collaboration between tourism services providers. Based on this necessity, the E-Commerce and Cultural Tourism Sustainable Development Platform should be used not only for promoting and selling tourism products and services, but also for acting a long term collaboration among all local stakeholders.</p> <p>Finally, the E-Commerce activity will concretely contribute to sell tourism</p>

	<p>packages at national and international level, attracting new tourism and visitor flows to HWHA.</p>
<p><b>OBJECTIVES</b></p>	<ul style="list-style-type: none"> <li>- To increase tourism flows to the project area</li> <li>- To stimulate collaboration and partnerships among local cultural and tourism stakeholders in order to organize and selling cultural tourism packages</li> <li>- To strengthen local tour operators in organizing tourism products and packages, allowing them to be more competitive in the national and international markets.</li> </ul> <p>The beneficiaries of this project will be essentially the following:</p> <ul style="list-style-type: none"> <li>- All local cultural and tourism stakeholders</li> <li>- National and international tourists</li> </ul>
<p><b>IMPLEMENTATION</b></p>	<p>A partnership with a strategic partner (specialized in e-commerce platform) is considered very important in order to structure, launch and manage the e-commerce platform. The strategic partner could be identified during the different communication moments included in this Action Plan (e.g. Annual Forum, educational trips, etc.)</p> <p>In order to develop de platform, the strategic partner should have to implement the following activities:</p> <ol style="list-style-type: none"> <li>a. <b>Diagnostic study and identification of opportunities:</b> during this phase it will be carried out a detailed analysis of the involved cultural and tourism stakeholders of the project area, outlining the opportunities, challenges, and risks and potential for the Platform. The diagnostic has a double aim: i) to identify the real technical possibilities of local stakeholders to be involved in the Platform; ii) to define the real necessities of each involved stakeholder (by category) in order to organize the services of the E-Commerce Platform. The diagnostic should have to include the following information:             <ul style="list-style-type: none"> <li>○ analysis of the internet equipment in order to verify the technological infrastructure of each participant (availability of hardware and software used by all stakeholders involved in the project) and their connection to the Internet network;</li> <li>○ analysis of the real ability of the participants in using internet technologies;</li> <li>○ general analysis of the e-commerce systems used in the project area involved in the project, including tourism demand and supply trends;</li> <li>○ analysis about the potentialities to use the e-commerce platform for the intermediary channels of the tourism commercialization;</li> <li>○ detailed analysis of the specific requests of all participants in order to identify the additional web services to be included in the e-commerce platform (ej. all instruments related to BtoB, BtoC and CtoC such as e-learning, tourism flow database, on-line booking, etc.).</li> </ul> </li> <li>b. <b>Structure of the Platform:</b> Based on the output of the diagnostic study, the Internet Platform will be structured, including not only the promotional and commercialization sections (web-pages) but also all services that should be provided to the participants, local communities and tourists, the requested software and hardware and the institutional organization of the E-commerce Platform</li> <li>c. <b>Launching, up-grading and maintenance:</b> finally, the Platform will be</li> </ol>

	launched on the web. During this phase it is supposed to sign all necessary contract for using the Platform on the Web.
<b>PROJECT IMPLEMENTER</b>	The strategic partner identified and contracted by the Project Implementation Team in collaboration with the HWHAMA.
<b>SUPERVISOR</b>	DoT
<b>DURATION</b>	Around 10 months for the creation of the Platform.
<b>COSTS OF THE PROJECT</b>	The estimated cost for the design, organization, implementation and running of the e-commerce and Cultural Tourism Sustainable Development Platform is <b>Rs. 12.000.000,00</b>
<b>NOTE</b>	The e-commerce platform is a critical tool to be developed in order to allow local stakeholder to directly sell on the market the cultural tourism packages. Due to the present situation in HWHHA, it is considered a long term activity (5 years), however in order to promote and commercialize the tourism packages that will be structures this Action Plan, it is recommended to active collaboration with some of the most important e-commerce platforms already operating at international level (e.g. Expedia, etc.), since the end of the 2 <sup>nd</sup> year of Action Plan implementation (when the tourism products and packages will be market ready). These partners could be identified during the Annual Forum, educational trips, participation to international fairs, etc.. In this way, it is supposed that local stakeholders will made aware about the e-commerce procedures, and so their involvement in the HWHHA e-commerce platform will be easier.

**PROGRAMME 21.1: PARKING NODE IDENTIFICATION**

Lead Stakeholders:

**HWHAMA**

Level of Priority:

**SHORT-TERM (1 year)**

<b>DESCRIPTION</b>	To promote a pedestrian friendly environment in core area and facilitate intermodal coordination, parking nodes must be identified.
<b>OBJECTIVES</b>	Parking node identification and development profiles generation with feasibility audit
<b>IMPLEMENTATION</b>	<ul style="list-style-type: none"> <li>• Feasibility audit for development of identified parking nodes around the periphery of the core area.</li> <li>• Development of parking structure designs (Surface parking / Onstreet) with assessment of parking demand in HWH</li> </ul>
<b>PROJECT IMPLEMENTER</b>	HWHAMA in collaboration with any technology sustained working, planning and monitoring agency / organization that can handle the total fencing of HWH.
<b>SUPERVISOR</b>	<b>HWHAMA</b>
<b>DURATION</b>	3 months
<b>COST OF THE PROJECT</b>	Rs 10 lakhs

**PROJECT 21.2: SUSTAINABLE INTEGRATION OF THE PARKING NODES**

Lead Stakeholders:  
**HWHAMA**

Level of Priority:  
**HIGH**

<b>DESCRIPTION</b>	<p>The identification of parking nodes, especially within the core area, will deeply influence tourists movements and as a consequence requires to analyse the site connectivity, the relation between the nodes and the site interpretation, their impacts in terms of landscape, environment, the integration of visitor facilities, etc. The different parking nodes shall be considered as a whole system as they are interacting each other.</p> <p>To ensure the sustainable integration of all kind of nodes, it is recommended to assess the proposals with multi-disciplinary criteria.</p>
<b>OBJECTIVES</b>	<p>The assessment process will help to ensure to:</p> <ul style="list-style-type: none"> <li>- Consider local communities,</li> <li>- Integrate the parking nodes within their environment,</li> <li>- Forecast long-term needs,</li> <li>- Anticipate tourism movements,</li> <li>- Articulate the nodes with site interpretation,</li> <li>- Preserve heritage features,</li> <li>- Use local materials.</li> </ul>
<b>IMPLEMENTATION</b>	<p>While designing parking nodes, the definition of criteria will help the stakeholders to consider:</p> <ul style="list-style-type: none"> <li>- The living heritage site,</li> <li>- All modes of transport,</li> <li>- Tourism movements within the core,</li> <li>- Tourism amenities,</li> <li>- Site interpretation,</li> <li>- Ancient linkages</li> <li>- Articulation between the different nodes.</li> </ul> <p>Below are presented some recommendations to ensure a sustainable integration of parking nodes. All these recommendations could be applied to nodes developed within the core, buffer and peripheral area.</p> <p>The following issues and recommendations have been illustrated with the current proposals of parking nodes developed within the core zone. It is important to note that some recommendations may be outdated regarding the advancement of the design conducted by the architects team.</p>
<b>IMPLEMENTER</b>	<b>HWHAMA</b>
<b>SUPERVISOR OR PARTNER STAKEHOLDERS</b>	<b>ASI, LSGs</b>
<b>DURATION</b>	<p>The assessment of the nodes proposed in the HWA shall start as soon as possible. It shall then be applied to all new projects in medium and long terms.</p>

Issues	Recommendations
<p><b>Living Heritage Site</b></p>	<p><b><u>All policy defined to regulate transport within the core zone shall consider the living population.</u></b></p> <p>⇒ If private vehicles flows are restricted beyond the parking nodes, measures shall be envisaged to allow local population to move freely within the site. As a living cultural landscape, it implies that while the preservation of the Outstanding Universal Value, heritage conservation and preservation and tourism aspects guide the management of the site, the development needs of local population assumes special significance. If local needs are not addressed, especially in terms of transport, it will create conflicts between local population and tourists.</p>
<p><b>Tourism movement</b></p>	<p><b><u>The location of the nodes should follow a logical process to anticipate tourism movements.</u></b></p> <p>⇒ It should consider where tourists will arrive, where they will stop, what mode of transport they will use, what will be the order of their visit tour. The proposal needs to ensure the tourist movement within the site remains as close to the ancient circulation pattern. Thus ensuring that the numerous monuments are explored in the right hierarchy of their creation.</p> <p><b><u>The parking nodes shall not only consider the connectivity between the monuments but also between monuments and accommodation, and other attractions.</u></b></p> <p>⇒ For instance, 80% of tourists who are staying in the core zone are accommodated in Hampi Bazaar or Virupapuragadda Island<sup>5</sup>. The modes and ways of transportation shall be forecasted to ensure tourists will be allowed to go to their accommodation without difficulties.</p> <p><b><u>Tourists should be aware of the parking nodes and the flows regulations</u></b></p> <p>⇒ For instance, the Kamalapuram node is located in the road towards Hampi. If tourists are not aware that they should stop and buy a ticket, they could cross Kamalapur and go to Vittala Temple without buying ticket and collecting the information. The private vehicles that will take the existing route towards Hampi that has been ear marked as the Eco-bus route, have to be curtailed from reaching the Hampi bazaar in this appropriate order.</p> <p><b><u>The realisation of parking nodes shall be articulated with other tourism measures.</u></b></p> <p>⇒ As proposed, the Kamalapuram node will also host a visitor centre. It is supposed to become the main arrival / departure centre to access the site where tourists will be supplied with all basic amenities, including Ticketing counters, Information kiosks, Toilets, Restaurants, medical facilities,etc. It means the construction of this node is deeply related to the implementation of a ticketing policy (where the thoroughfare will be controlled, how it will be shared between the stakeholders, implementation of measures for living population to ensure they will move freely</p>

	within the site,etc.)
<b>All modes of Transport</b>	<p><b><u>The nodes shall address the issues of all modes of transport and clarify their status.</u></b></p> <ul style="list-style-type: none"> <li>⇒ As mentioned in the survey carried by the transport expert, 25% of the tourists are using auto-rickshaws as a mean of transport between the place of stay and tourist attractions. The proposed parking nodes address the issues of parking for cars, buses and two-wheelers. However, no parking places have been identified for the auto-rickshaws. If dedicated parking places are not identified for auto-rickshaws, they will stop within monuments precincts. The identification of auto-stand, at least in the main nodes, could be relevant. It should also help to define circuits at a reasonable price.</li> <li>⇒ It should be clearly expressed whether autorickshaws are considered as private vehicles, and thus shall stop at the node, or whether they are allowed to take for instance the Vittala bazaar and reach the temple.</li> </ul>
<b>Site Interpretation and Ancient Linkages</b>	<p><b><u>The location of parking nodes shall be deeply related to the site interpretation and the visit hierarchy:</u></b></p> <ul style="list-style-type: none"> <li>⇒ Tourists will look for parking places which are close to monuments. The manner and the order they will access and stop to the parking nodes will influence their visit. If they begin by Kamalapuram node (where they will have to buy ticket), they may begin the visit by the royal precinct. However, from an historical point of view, it may be better for a visitor to begin the visit by Hampi or Vittala precinct and then finish by the most elaborated precinct, i.e. the royal one.</li> </ul> <p><b><u>The issue of parking close to the Royal Area has to be addressed.</u></b></p> <ul style="list-style-type: none"> <li>⇒ The location of the node in Kamalapur will constitute a temporary stop as the node is not directly connected to any monuments. The Royal Precinct is too far from Kamalapuram node to be reached by walk. If private vehicles are not allowed within royal precinct, eco-bus bay should be distinctly designed to drop tourists and pick them up. Tourists should be made aware of these measures. Otherwise, it means tourists will stop there and either take an other mode of transport (eco-buses, rented bike, autoricksaws...) or continue the visit with their own vehicle.</li> </ul> <p><b><u>The parking nodes shall ensure to not damage the historical and visual linkages.</u></b></p> <ul style="list-style-type: none"> <li>⇒ The proposal at no point addresses the ancient linkages, between the various monuments. The proposed nodes need to be checked whether they physically or visually hinder any such ancient linkage. These linkages might be visually missing in today's scenario, due to the recent growth of settlements or recently developed road networks. The proposed nodes can try and reinstate these linkages visually and physically</li> <li>⇒ As an example, the location of the dining area in Gejjala Mantapa</li> </ul>

	<p>is supposed to improve tourism experience (because they can have visual access to Vittala Temple and the Mantapa). However, the location of such a dining area will detract the historical visual connection between Vittala temple, its bazaar and the mantapa. Even if no permanent structure is built, a dining area will require tables, benches, place to wash hands, bins...and all of them may compromise the site integrity. Moreover, the watershed shall not be interrupted by structure (even though not permanent).</p>
<p><b>Tourism Amenities</b></p>	<p><b><u>The parking nodes shall forecast the long-term needs of the tourists.</u></b></p> <p>⇒ If tourism amenities are not required on a short-term, they may however be necessary in a medium or long-term. For instance, any visitor facilities have been planned in the node at Gejjala Mantapa. It would be important to anticipate the needs for amenities such as toilets, water to ensure they will not be built later and as a consequence not integrated within the initial design.</p>
<p><b>Senior Citizens and Physically Challenged Tourists</b></p>	<p><b><u>The needs of senior citizens and physically challenged tourists shall be considered</u></b></p> <p>⇒ The node may cover too much an area to be stopped at the proposed node and explored by walk. Electronic cars or eco buses are compulsory requirements, to help senior citizens and physically challenged tourists to explore the various monuments.</p>
<p><b>Building Forms and Materials / Landscaping</b></p>	<p><b><u>Architectural and landscape designs shall respect the native style of the area</u></b></p> <p>⇒ Architectural design of the buildings is preferred to comply with the native style of Hampi.</p> <p>⇒ Water management recommendations: If the proposal has a lot of area under paving for the parking bays, effective surface water management needs to be planned out</p> <p>⇒ Planting recommendations: Existing trees at the proposed site have to be protected / transplanted.</p> <p>⇒ The restoration of the site of the Krishna Node in its initial stage should follow landscape principles that respect the site integrity.</p>

**PROGRAMME 21.3: VEHICLE TRACKING SYSTEM**

Lead Stakeholders:  
**HWHAMA**

Level of Priority:  
**SHORT-TERM (1 year)**

<b>DESCRIPTION</b>	In the event of promoting Hampi as World Heritage Centre, the interactions intervene in the future will be higher order and there is a need to fence the HWWHA into a spatial fencing with the objective of tracking security, safety and operational issues in the GIS environment.
<b>OBJECTIVES</b>	Development of GIS / GPRS based vehicle tracking system to ensure safety and security to the road users
<b>IMPLEMENTATION</b>	Development of software / hardware components for <ul style="list-style-type: none"> <li>• Safety , security and operational fencing</li> <li>• Coordination of activity monitoring system</li> <li>• Accident and risk analyser monitoring system</li> <li>• Landuse impact monitoring system</li> </ul>
<b>PROJECT IMPLEMENTER</b>	HWHAMA in collaboration with any technology sustained working, planning and monitoring agency / organization that can handle the total fencing of HWWHA.
<b>SUPERVISOR</b>	<b>HWHAMA</b>
<b>DURATION</b>	One year
<b>COST OF THE PROJECT</b>	Rs 20 lakhs

# Project Data Sheets for SCENARIO 4

## PROJECT 22.1: TECHNICAL ASSISTANCE FUND FOR PROMOTING CULTURAL INDUSTRY DEVELOPMENT

Lead Stakeholders:  
HWHAMA

Level of Priority:  
**MEDIUM-LONG TERM (3<sup>rd</sup> – 5<sup>th</sup> year of Plan implementation)**

<p><b>DESCRIPTION</b></p>	<p>The present Fund has been conceived in order to facilitate the development of the cultural industry in HWH. Many cultural festival and events are organized in HWH during the year and many artists participate to these events. However, actually there is not a direct link between these events and the cultural industry production. CDs, videos, gadgets, and all other typical productions of the cultural industry could represent for HWH not only a way to promote the area and preserve local cultural heritage, but also it represents a concrete mean in order to develop local economy.</p> <p>The present Technical Assistance Fund will allow local stakeholders both to improve skills and competences of local artists and to develop specific products that can be commercialized to tourists and visitors in HWH as well as to the general market.</p> <p>The beneficiaries of the present technical assistance fund will be mainly local cultural associations representing local artists.</p> <p><i>For more details, please see “<u>Regulation of the Technical Assistance Fund</u>” below.</i></p>
<p><b>OBJECTIVES</b></p>	<p>The main objective of the present Technical Assistance Fund is to develop cultural industry in order to preserve local cultural heritage and create new job opportunities and economic development.</p>
<p><b>IMPLEMENTATION</b></p>	<p>The activities to be carried out in order to launch the Technical Assistance Fund are as follows:</p> <ul style="list-style-type: none"> <li>- <i>Awareness campaign</i>: this action aims to make aware all local cultural associations, individual artists and interested stakeholders about the purposes of the present Fund and to allow them to organize themselves in order to apply to the Fund.</li> <li>- <i>Selection Committee</i>: a specific selection committee will be organized in order to select the project proposal submitted by the beneficiaries of the Fund. It should have to be composed by at least 3 people, including representatives of the HWHAMA, PIT and cultural industry experts. The selection committee members will dedicate at least 20 days a year in order to select the project ideas submitted by the beneficiaries.</li> <li>- <i>Implementation of the TAF</i>: a bidding process will be activated twice a year starting from the third year of the Action Plan implementation.</li> </ul> <p><i>For more details, please see “<u>Regulation of the Technical Assistance Fund</u>” below.</i></p>
<p><b>PROJECT IMPLEMENTER</b></p>	<p>PIT in collaboration with HWHAMA</p>
<p><b>SUPERVISOR</b></p>	<p>DoT</p>

<b>DURATION</b>	n. 2 years starting from the third year of implementation of the Action Plan.
<b>COSTS OF THE PROJECT</b>	<p>Total costs for the administration and implementation of the Fund are <b>RP 14.240.000</b>, as detailed below:</p> <ul style="list-style-type: none"> <li>- Total Fund contribution: RP 9.000.000,00 (RP 5.000.000 per year)</li> <li>- Administrative costs: RP ... 240.000,00 (RP 120.000 per year)</li> <li>- Selection Committee costs: RP 1.000.000,00 (RP 500.000 per year per 5 people)</li> </ul> <p><b>TOTAL COST (4 years) RP 10.240.000,00</b></p>
<b>NOTE</b>	--

Regulation of the Technical Assistance Fund (example):

DoT, in representation of Karnataka's Government, supports the development of cultural industry production in HWHA financing local cultural entities for performing cultural activities and producing products to be marketed.

The development of the cultural industry will be stimulated through a **Technical Assistance Fund for Cultural Activities** (Matching Grant) addressed to the cultural entities already existing in HWHA

**Chapter 1: General Framework**

Art. 1: DoT organizes a Technical Assistance Fund for a total amount of **Rs. 9.000.000** addressed to the cultural entities of HWHA.

Art. 2: Taking into account the present situation of the project area, the characteristics of the cultural entities considered by the Fund are as follows:

- Applicants have to be local entities (legal persons) with at least 2 years of experience in the project area
- It has to be a NO-PROFIT cultural entity

Art. 3: The Technical Assistance Fund will finance cultural activities implemented by local cultural entities; such as dance, music, film festivals, theatre productions, exhibitions, workshops, etc. and the related cultural industry products. Mainly on inter-cultural dialogue in order to stimulate social integration through culture activities.

Art. 4: the Technical Assistance Fund for cultural activities will finance projects in individual or combined form.

**Chapter 2: Objectives**

Art. 5: The specific objectives of the Fund are the following:

- e) to develop cultural industry production;
- f) to stimulate dialogue and exchange between cultures;
- g) to promote the development of the present cultural supply;
- h) to promote the development of new artists;
- i) to straighten the present tourism supply with a group of planned cultural events

**Chapter 3: Intervention sectors and eligible expenses**

Art. 6: The cultural themes to be financed by the Fund will be as follows:

- music and dance;
- theatre and performing arts;
- road artists;
- audiovisual;
- exhibitions and workshops

ART. 7: The following types of action are ineligible:

- action concerned the organization of cultural events or activities with the purpose to develop cultural industry products;
- actions concerned only or mainly with individual sponsorships for participation in workshops, seminars, conferences, congresses;
- one-off conferences. Conferences can only be funded if they form part of a wider range of activities to be implemented in the life-time of the project. For these purposes, preparatory activities for a conference and the publication of the proceedings of the conference do not, in themselves, constitute such “wider activities”.

Art. 8: Considering the intervention themes established in Art. 7, the eligible expenses of the Technical Assistance Fund for Cultural Activities are as follows:

- conception, design and creation of the cultural industry products
- training activities
- rent and/or creation of costumes and other
- rent of spaces for the implementation of the cultural action/event
- the cost of staff assigned to the action, corresponding to actual salaries plus social security charges and other remuneration-related costs; salaries and costs must not exceed those normally borne by the Beneficiary or his partners, as the case may be, unless it is justified by showing that it is essential to carry out the action;
- travel and subsistence costs for staff and other persons taking part in the action (these costs cannot exceed the 15% of total amount of the project)
- purchase or rental costs for equipment and supplies (new or used) specifically for the purposes of the Action, and costs of services, provided they correspond to market rates;
- the cost of consumables;
- subcontracting expenditure;
- costs arising directly from the requirements of the contract (dissemination of information, evaluation specific to the action, audit, translation, printing, insurance, etc.) including financial service costs (in particular the cost of transfers and financial guarantees).
- Eligible indirect costs (overheads)
- a lump sum not exceeding 7% of the total amount of eligible costs of the Action may be claimed as indirect costs to cover the administrative overheads incurred by the Beneficiary for the Action.

ART: 9: Contributions in-kind

Any contributions in kind made by the Beneficiary or the Beneficiary’s partners or any other source, which must be listed in the project proposal, do not represent actual expenditure and are not eligible costs. They may not be treated as co-financing by the Beneficiary. The cost of staff assigned to the Action is not a contribution in kind and may be considered as co-financing in the Budget for the Action when paid by the Beneficiary or his partners.

However, the Beneficiary must undertake to make such contributions as stated on the application form if the grant is awarded.

ART. 10: Ineligible costs

The following costs are not eligible:

- a) Debts and provisions for losses or debts;
- b) Interest owed;
- c) Items already financed in another framework;

- d) Purchases of land or buildings, except where necessary for the direct implementation of the action, in which case ownership must be transferred to the final beneficiaries and/or local partners, at the latest at the end of the action;
- e) Currency exchange losses;
- f) Taxes, including VAT, unless the Beneficiary (or the Beneficiary's partners) cannot reclaim them and the applicable regulations do not forbid coverage of taxes;
- g) Credits to third parties (micro-credit and revolving funds for instance).

Art. 11: DoT should also start, individually and/or in collaboration with other institutions, special actions in order to promote and stimulate local cultural stakeholders in implementing cultural events.

Art. 12: All expenses realized by the cultural NO-PROFIT beneficiary before the signature of the contract with the DoT are not reimbursable by the Technical Assistance Fund for Cultural Activities.

#### **Chapter 4: Beneficiaries / actors**

Art. 13: The Technical Assistance Fund will finance projects presented by all local culture entities, located in HWHA, which have the criteria listed in Art. 2 of the present regulation.

Art. 14: Cultural entities that present projects will have to respect the objectives listed in Art. 5 of the present regulation.

Art. 15: Considering the characteristics of the cultural sector, the beneficiaries will be all stakeholders included in the production chain of the cultural industry that have their permanent location in HWHA.. Beneficiaries from other areas of Hospet and Bellari districts are allowed only if the cultural activities will be implemented in HWHA. In Particular, they should be as follows:

- Individual artists and cultural groups (music, dances, etc.)
- Cultural associations, NGO, and other no-profit organizations

#### **Chapter 5: Functioning of the Technical Assistance Fund**

Art. 16: The Technical Assistance Fund can be used for a maximum total amount of Rs. 4.500.000 per year.

Art. 17: The total amount of the contribution for each proposal (cultural action/event) cannot exceed **Rs. 500.000** or **85%** of the total amount of each proposal.

Art. 18: The contribution provided by the DoT to the selected applicants will be as a grant.

Art. 19: The DoT can implement promotional programs in order to promote the financed cultural actions / events for a total maximum amount of Rs. 500.000 per year. This amount will be reduced by the total amount of the Fund.

Art. 20: The Fund can also finance projects that are co-financed by other institutions.

#### **Chapter 6: Administration of the Fund**

Art. 21: the DoT manages the Technical Assistance Fund on behalf of Karnataka Government's Government.

Art. 22: the DoT will choose an internal person of HWHAMA for the administration of the Technical Assistance Fund and to coordinate the work of the Technical Committee.

#### **Chapter 7: Technical Committee**

Art. 23: The DoT will organize a Technical Committee, composed by a minimum of three and a maximum of five experts of grateful reputation in cultural sector and representing the cultural themes listed in Art. 6. The Technical Committee will be composed by internal and/or external people to the DoT.

Art. 24: The Technical Committee will organize a bidding competition every six months and among the 30 days it will select the worth projects.

Art. 25: The beneficiaries can present projects in any moment, but the Technical Committee will analyze the proposals every six months. At the beginning of every year, the DoT will have to indicate the two dates related to the selection of proposals.

Art. 26: The Technical Committee can invite the candidates to improve and/or to specify aspects of the examined proposals.

### **Chapter 8: Duration of the selected projects**

Art. 27: The selected projects should be may not be shorter than 5 months nor exceed 12 months.

### **Chapter 9: Application**

Art. 28: Each applicant has to send to the Technical Committee its project proposal for implementing the cultural event / action and produce the cultural industry products. The project proposal has to include, at least the following information:

- general information about the applicant detailing its experience (in case of network, it is necessary to provide information about all participants to the project);
- detailed description of the project idea (characteristics, objectives, activities to be financed, implementation methodology, duration, cost);
- beneficiaries and expected results

### **Chapter 10: Obligation and responsibilities of the participants**

Art. 29: Each cultural entity has to:

- elect a responsible for the project;
- start the activities for developing the cultural event / action among 30 following days to the signature of the contract;
- collaborate with DoT and HWHAMA in order to provide all documentation related to the good administration and management of the financed project;
- provide a final report to DoT and HWAMA with a detailed explanation of all activities carried out during the implementation of the project and the results of the action /event.

Art. 30: all applicants is not able to:

- obtain a financing participating to more than one proposal;
- if an applicant presents its application contemporarily participating to different project proposals, all its applications will be excluded by the selection process.

### **Chapter 11: Selection criteria**

Art. 31: The Technical Committee will select the projects based on the following criteria:

- quality and creativity of the project idea;
- concrete possibility to market the cultural industry products;
- implementation methodology presented in the project proposal;
- experience of the applicant/s;
- economic and financial capacity of the applicant/s.

**PROJECT 23.1: INFORMATION SYSTEM FOR CULTURAL HERITAGE**

Lead Stakeholders:  
DoT

Level of Priority:  
**SHORT TERM (1<sup>st</sup> year of Plan implementation)**

**DESCRIPTION**

The present activity consists in the creation of a detailed data-base including all information about the natural and cultural attractions of HWHA. It is normally a very important information tools to be used by all local public and private stakeholders. For instance, the these information can be used by public sector for developing street signals, information panels at the attractions, etc.; and they can also be used by private sector in order to develop tourism packages and circuits, or promote and commercialize HWHA.

The present information in the area is very poor. And panels and signals to arrive to the different sites are limited too.

The data base should contain the following information:

1. Information about the site/element
  - a. Name of the element
  - b. Localization (geo reference)
  - c. Age
  - d. Ticket cost (if any)
  - e. List of services (audio guides, guided tours, none, etc.)
2. Information about the actual situation of the site/element
  - a. State of conservation
  - b. Investment needed for protection
  - c. Investment needed for rehabilitation
3. Information about the cultural interpretation
  - a. A short description of the site/element
  - b. A medium description of the site/element
  - c. An in depth description of the site/element
  - d. Photographs, video, audio about the site/element
  - e. Annexes (study and research, comments, critics, etc.)
4. Information about the tourism and cultural infrastructures
  - a. Localization of the main services (restaurant, bar, shops, bookshops, etc.)
  - b. Localization of the hotels, guest houses, etc.
  - c. Localization of the other supply (bank, change, etc.)
  - d. Localization of the other cultural services (museum, cinema, theatre, libraries, concert hall, conference hall, etc.)
5. Information about the area
  - a. How to arrive
  - b. Public transportation
  - c. Private transport services
  - d. Car, bicycle, motor rent
  - e. Main events

All the information collected are useful to produce:

- A guide for the tourist;
- A guide for the entrepreneurs
- An internet web site

	<ul style="list-style-type: none"> <li>• Audio guides</li> <li>• Training programs for guided tours</li> <li>• Information panels</li> <li>• Brochures</li> </ul>
<b>OBJECTIVES</b>	<p>The main objectives related with this project are:</p> <ul style="list-style-type: none"> <li>• To give all the information for the management, communication and information of the area</li> <li>• To give a coherent information with different media</li> <li>• To organize information for local stakeholders in order to produce internet web site, guides, audio guides, panels, etc.</li> <li>• To empower the ‘brand identity’ of the HWHMA</li> <li>• To optimize the information for the interpretation of the territory</li> <li>• To give a concrete tool for the management of all the aspect of preservation, rehabilitation, promotion of the area</li> <li>• To enhance the value of the heritage and its comprehension</li> <li>• To communicate the importance of the archaeological site to local community and tourists</li> <li>• To give a correct interpretation of the cultural assets of the area</li> <li>• To re-enforce the local community identity</li> <li>• To raise consciousness about the importance of cultural heritage protection and conservation</li> <li>• To provide visitors with a wide cultural experience</li> </ul> <p>The expected results are:</p> <ul style="list-style-type: none"> <li>• Re-enforcement of consciousness of local heritage for the local community and visitors</li> <li>• Communication of a correct view the entire archaeological site</li> </ul> <p>Finally, the beneficiaries of the present action are all local public and private stakeholders, local communities, visitors and tourists.</p>
<b>IMPLEMENTATION</b>	<p>The project should be implemented following the steps:</p> <ol style="list-style-type: none"> <li>1. Selection of specialized enterprise in order to develop the data base;</li> <li>2. Development of a recompilation format for the cataloguing of the cultural heritage;</li> <li>3. Organization of the information following the recompilation format;</li> <li>4. Data-entry of the data base with all collected information;</li> <li>5. Distribution of the data-base to all stakeholders interested to tourism development in HWH</li> </ol>
<b>PROJECT IMPLEMENTER</b>	The project should be implemented by a specialized enterprise contracted by HWHAMA and should endeavor to build upon the existing database at IIC of HWHAMA.
<b>SUPERVISOR</b>	Joint Conservation Program Committee
<b>DURATION</b>	One year
<b>COSTS OF THE PROJECT</b>	<p>The project costs are:</p> <ul style="list-style-type: none"> <li>• Technological infrastructure (mapping &amp; inventories) Rs. 1500000</li> <li>• Cataloguer Rs. 1200000</li> <li>• Implementation of the information in the data base Rs. 500000</li> <li>• Dissemination Rs. 300000</li> </ul>
<b>NOTE</b>	--

**PROJECT 23.2: EMPOWERMENT OF SITE MUSEUM**

Lead Stakeholders: <b>DoT</b>	Level of Priority: <b>SHORT TERM (1<sup>st</sup> - 2<sup>nd</sup> year of Plan implementation)</b>
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<b>DESCRIPTION</b>	<p>The project consists in the restyling of the actual site museum with cultural services and other supply. The site museum is now an old-fashioned museum with limited information tools and visitor-oriented services (such as guided tours, bookshop, catering services, etc.).</p> <p>The project will give a more comfortable visit experience to visitors and can be a source of funding for the cultural activities and for employment in cultural sector.</p> <p>The services may be divided in three sections:</p> <ol style="list-style-type: none"> <li>1. Cultural services             <ol style="list-style-type: none"> <li>a. Audio guides of the museum</li> <li>b. Guided tours of the museum</li> <li>c. Didactic activities for children and scholarship</li> <li>d. Laboratories</li> <li>e. Event and temporary exhibitions (photographs, documents or thematic exhibitions, etc.)</li> </ol> </li> <li>2. General services for visitors             <ol style="list-style-type: none"> <li>a. Bar</li> <li>b. Restaurant</li> <li>c. Bookshop</li> <li>d. Ticket service</li> <li>e. Info-point for tourists and visitors</li> <li>f. Souvenir shop</li> <li>g. Craft and handmade goods shop</li> <li>h. Baby sitting service</li> </ol> </li> <li>3. Services for specialized visitors and professionals (e.g. archeologist)             <ol style="list-style-type: none"> <li>a. Archive</li> <li>b. Media library</li> <li>c. Specialized library of Hampi</li> <li>d. Photographic archive</li> </ol> </li> </ol> <p>For the first two points listed above may be implemented in one-two years. The most important criteria to choose which services should be activated first is related to the presence of skilled professionals who can provide the services with a good level of quality. Tourists, especially cultural ones, are often exigent and they demand quality rather than quantity of services. It would be particularly important to use the information of the data base for the development of cultural services, such as audio guides, panels and other communication tools. Also for the guided tours it is important to select skilled and well prepared professionals.</p> <p>As for the second group of services listed above, it is important to find the local entrepreneurs that can ensure the higher level of quality.</p> <p>As for the third group of services, it is important to invest in the professionals involved in the museum and the museum employers.</p>
<b>OBJECTIVES</b>	<p>The objectives of the project are:</p> <ul style="list-style-type: none"> <li>• to communicate in a better way the heritage of Hampi</li> <li>• to involve community in the process of enhancement of the cultural</li> </ul>

	<p>heritage</p> <ul style="list-style-type: none"> <li>• to promote a correct interpretation of the Hampi heritage and the landscape</li> <li>• to earn from the services and to develop the local economy</li> <li>• to rise employment through cultural activities and professionals</li> </ul> <p>The expected results are:</p> <ul style="list-style-type: none"> <li>• Empowerment of local identity</li> <li>• Empowerment of employment</li> </ul> <p>The beneficiaries are: Local community, local entrepreneurs, visitors, professionals</p>
<b>IMPLEMENTATION</b>	<p>In order to provide these new services, the museum should have to be reorganized including the following activities:</p> <ul style="list-style-type: none"> <li>- <i>Development of cultural facilities</i>: it is related to the existing spaces in order to organize event and temporary exhibitions, laboratories for special targets (such as, students, etc); training rooms for didactic activities.</li> <li>- <i>Development of information tools</i>: using the information of the data-base (see project's sheet 22.1), it is very important to digital tools that could be used by tourists during their visit at the museum (e.g. audio guides, videos, digital maps, etc.)</li> <li>- <i>Training for tourist guides</i>: based on the new tourism product portfolio, it should be very important to train the present and new tourist guides to be employed by the museum. The tourist guides could be selected from the group of guides trained with Activity 4.3 of the present Action Plan.</li> <li>- <i>Development of facilities for general services</i>. This activity aims to build / organize the physical spaces to be rent to private investors interested to set-up the bar, restaurant, bookshops, etc. services. These services can be organized in-site the museum or out-site, close to the museum (depending on the space availability). This activity includes also the identification and definition of the agreements with local private investors in order to provide the services of bar, restaurant, bookshop, etc.</li> <li>- <i>Development of facilities for specialized segments</i>: it consists in the organization of physical spaces in-site the museum in order to provide specialized services related to archive, media library, specialized library for Hampi and photographic archive. This spaces should have to be managed directly by the museum.</li> </ul>
<b>PROJECT IMPLEMENTER</b>	HWHAMA, individual consultant contracted by DoT, Museum Director
<b>SUPERVISOR</b>	Director of Museum, ASI
<b>DURATION</b>	One year
<b>COSTS OF THE PROJECT</b>	"Cost will be jointly ascertained by the DoT & ASI based on the Initial Project report prepared by the identified Consultants"
<b>NOTE</b>	The investment in museum should be one of the most important investments in the area; the DoT should consider the hypothesis of rebuilding a modern structure in which the actual museum could be transferred. In this case it should be important to program a more complex project.

**PROJECT 23.3: INTERPRETATION CENTRE AND INTERPRETATION POINTS**

Lead Stakeholders:  
**DoT**

Level of Priority:  
**Short Term**

<b>DESCRIPTION</b>	<p>The development of an interpretation center should be considered as one of the most important investments in order to stimulate tourism participation and to have a strong impact on visitors. The Interpretation Center should have to be conceived as a tool for a better understanding and interpretation of the area, thanks to the use of virtual means and reconstruction; since it will also function as ticket office, it is meant to be the starting point of the whole visit.</p> <p>The idea to make the interpretation centre as the main entrance to/exit from the area should be well balanced by the presence of other entrance/exit points, smaller compared to the main one (information points), in order to let visitors be free of choosing their own paths during the visit. Quite obviously, information provided within the interpretation centre must be coherent with those provided all around the area through different means.</p> <p>The information centre and the information points should be multifunctional spaces and should offer:</p> <ol style="list-style-type: none"> <li>1. Ticket service (hotel and restaurant booking, sales of ticket for the archaeological site, tour, excursions, audio guides rent, etc. )</li> <li>2. Information desk (touristic services, touristic information, video totem, etc.)</li> <li>3. Shopping (Crafts and hand made shop, bar, restaurant, car, motor and bicycle rent, etc.)</li> <li>4. Other services (wireless internet connections, bank cash, phone centre, etc.)</li> </ol> <p>Some of the services listed above are typically public services, i.e. information desk, while others (such as bars, restaurants, shops, etc.) are private services that can be supplied by private sector entrepreneurs.</p>
<b>OBJECTIVES</b>	<p>The main objectives of the interpretation centre are:</p> <ol style="list-style-type: none"> <li>1. to give a coherent interpretation of the area</li> <li>2. to become a starting point for the visitors</li> <li>3. to integrate information services and general services for tourists</li> <li>4. to give a wider idea of the importance and significance of Hampi Cultural Heritage and traditions</li> <li>5. to be a challenge for the development of local economy through tourism development</li> </ol>
<b>IMPLEMENTATION</b>	<p>The development of the Interpretation Centre and Information Points can be done following three different approaches:</p> <ol style="list-style-type: none"> <li>1. <i>Concession of the use of land</i>: The DoT will offer the use of land to private investors and private sector can build the interpretation centre and information points and manage them;</li> <li>2. <i>Public investments-private management</i>: The DoT could rehabilitate an old building and rent the spaces to local or national entrepreneurs that will manage the Interpretation Centre and the Information Points;</li> </ol>

	<p>3. <i>Project financing</i>: The DoT could start a process of project financing in which involves the private sector from the beginning and manage it in public-private cooperation.</p> <p>All these activity could be implemented through special funds made available by the DoT (for more info, please see project’s sheet: “Promoting mixed public/private investments”).</p> <p>All these three approaches listed above have different positive and negative points to be discussed:</p> <ul style="list-style-type: none"> <li>• In the first case, the government should do a market analysis to ensure that the private sector is able to develop, whit private sources, all the services that the information centre needs. The risk of this approach is that the spaces of the Interpretation Centre could mainly be development for supplying business activities (pro-business approach) and not to supply more public services (pro-tourists / visitors approach, oriented to the tourist information and assistance)</li> <li>• The second approach can limit the investment cost for the private sector and can ensure the respect of a public approach in the building technique and harmonization of the constructive methods but it does not ensure the correct use of the different spaces and the private management may be market oriented. This can be a problem for the visitors that probably have to pay for all the services (info, wireless, etc.) and in this way it could be a constrain for the tourists’ participation.</li> <li>• Finally, the “project financing” system involve local entrepreneurs and firms in the decisional framework and in the realization of the project. This way can ensure a correct balance from public and private sector and a correct management of the services as a whole.</li> </ul>
<b>PROJECT IMPLEMENTER</b>	HWHAMA
<b>SUPERVISOR</b>	DoT
<b>DURATION</b>	On year for the conception, design and construction of the Interpretation Center and Information Points.
<b>COSTS OF THE PROJECT</b>	It is not possible to define total investment costs of this action because they will depend by the implementation approach adopted by the DoT.
<b>NOTE</b>	<p>The Interpretation Centre could be developed in the Tourism Hub planned by the DoT.</p> <p>Finally, the Interpretation Centre (IC) could be part of a wider project of urban rehabilitation or an international price for architects that can give ideas on the development of the project or of the urban role of the IC.</p>

**PROJECT 23.4: ORGANIZATION OF WORKSHOPS DEDICATED TO CULTURAL HERITAGE**

Lead Stakeholders:  
**HWHAMA**

Level of Priority:  
**HIGH Short Term**

**DESCRIPTION**

The current concentration of tourism activities in the core zone leads to negative impacts such as unregulated development, stress on environmental resources, internal migration (farmers or villagers who want to move to tourism related activities move to these areas), irregular tourism benefits between these villages and the remaining Hampi World Heritage Site. To reduce the pressures on these villages, it is necessary to expand tourism influence and its benefits through the whole area.

In accordance with the carrying capacity, all new development of tourism activities/facilities shall therefore ensure minimal impact on heritage and environment while improving livelihood benefits.

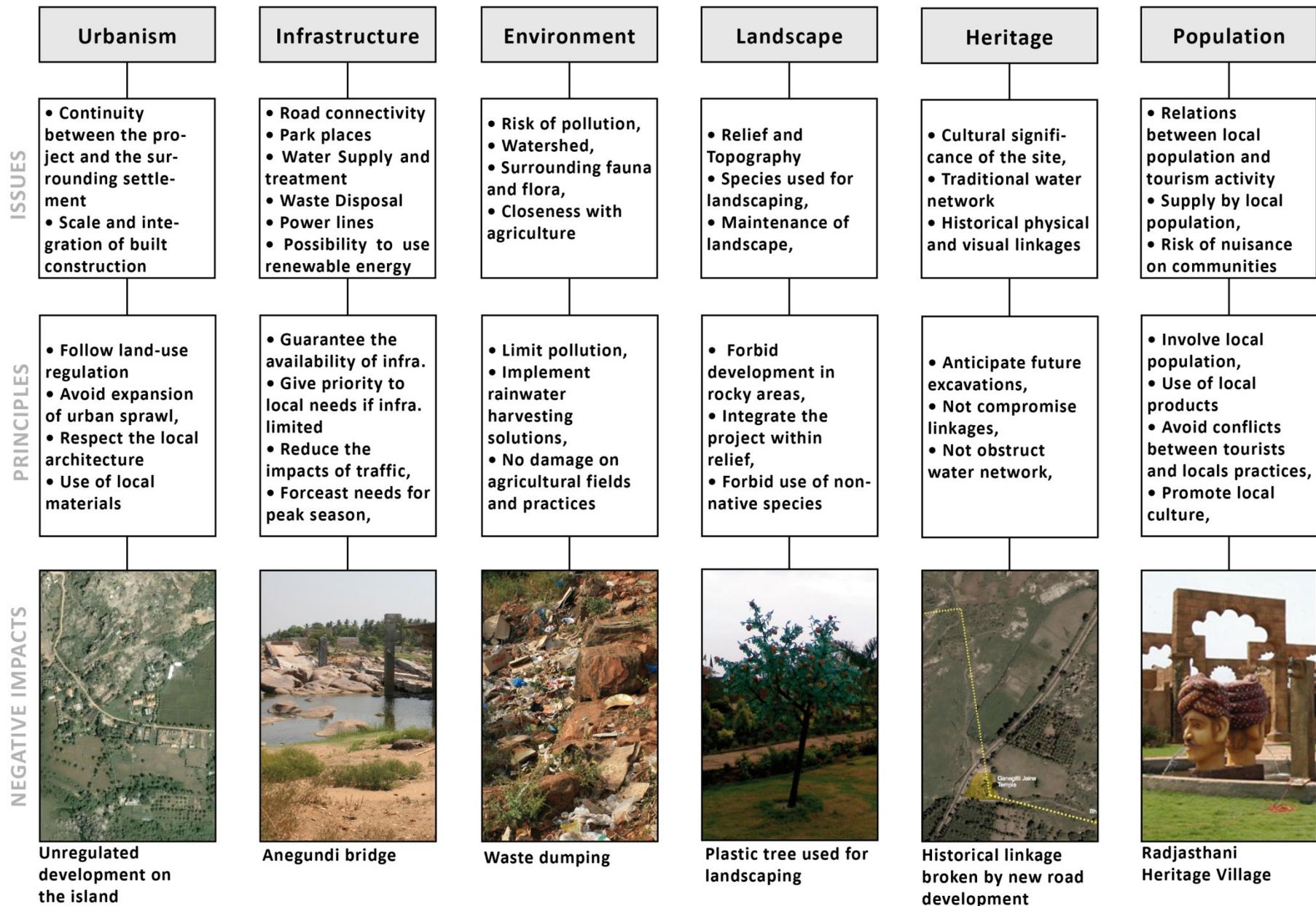
**With this background, the implementation of new tourism activities has to be driven by guiding principles that address negative impacts:** relations between the tourism activity and its surrounding settlement, site connectivity, impacts in terms of landscape and environment, closeness with heritage features, availability of infrastructure, potential involvement of local population are some issues that have to be analysed before identifying the future location of tourism activities.

The organisation of a multi-disciplinary workshop shall help share a methodological process to drive tourism development in the area. **It provides an opportunity to define a methodology in order to assess the appropriateness of a site before locating new tourism activities.**

**OBJECTIVES**

- This workshop shall be considered as a participatory process that aims at:
- Raising awareness of stakeholders on the impacts that may be generated by tourism,
  - Defining and sharing principles which must drive tourism development,
  - Increasing the cross-sectoral approach,
  - Limiting environmental impacts while ensuring livelihood benefits.

<b>IMPLEMENTATION</b>	<p>It is proposed to organise the workshop with the following steps:</p> <ul style="list-style-type: none"> <li>▪ Before the workshop: <ul style="list-style-type: none"> <li>- Background research with an identification of issues faced in the area,</li> <li>- Identification of stakeholders to be invited during the workshop (institutional stakeholders, experts, private sectors, etc).</li> </ul> </li> <li>▪ During the workshop: <ul style="list-style-type: none"> <li>- Field observation,</li> <li>- Cases studies,</li> <li>- Open discussion</li> </ul> </li> <li>▪ After the workshop: <ul style="list-style-type: none"> <li>- At the end of the workshop, a sustainable methodology should be defined and shared by all the stakeholders,</li> <li>- This methodology should then be published and given to all the stakeholders involved in the area.</li> </ul> </li> </ul> <p>Below to the project sheet, some guiding principles are presented. They are articulated with some issues faced in the area and how these issues can lead to negative impacts if not managed in a sustainable manner.</p> <p>These issues should be considered as demonstrative and need to be fully appropriate and handled by the HWHAMA and all the stakeholders involved in the area.</p>
<b>PROJECT IMPLEMENTER</b>	<b>HWHAMA</b>
<b>BENEFICIARIES</b>	<p>All the stakeholders who are likely to implement tourism project in the area shall be invited to participate and assist to the workshop. They could be :</p> <ul style="list-style-type: none"> <li>▪ <b>ASI,</b></li> <li>▪ <b>DAM</b></li> <li>▪ <b>Department of Tourism,</b></li> <li>▪ <b>District of Bellary and Koppal,</b></li> <li>▪ <b>LSG's,</b></li> <li>▪ <b>Representative of Private sector,</b></li> <li>▪ <b>Civil Society,</b></li> <li>▪ <b>etc</b></li> </ul>
<b>DURATION</b>	<p>The implementation of this action is divided into three times :</p> <ul style="list-style-type: none"> <li>▪ <b>Before the workshop</b>, the time required is <b>two months</b> to invite stakeholders, identify the issues, define guiding principles and organise the workshop.</li> <li>▪ <b>The workshop</b> should be organised on <b>one day</b> in order to have a maximum participation.</li> <li>▪ <b>After the workshop</b>, the time required is <b>one month</b> in order to assess feedbacks given by stakeholders, to finalise the methodology and to publish it. The time between the organisation of the workshop and the realisation of the methodology should not be too long</li> </ul>



<b>PROJECT: 23.5 INTERPRETATION GUIDE FOR RESTORATION</b>	
<b>Lead Stakeholders:</b> DoT, ASI	<b>Level of Priority:</b> <b>SHORT TERM (1<sup>st</sup> year of Plan implementation)</b>
<b>DESCRIPTION</b>	<p>The fragile structure of Hampi heritage and landscape can be a strong constraint for a sustainable policy of development of the area. To avoid this problem, a proper approach adopted in many UNESCO World Heritage Areas in the world is to develop research and studies that can provide guidelines for correct interventions in the field of restoration, protection and construction of new buildings.</p> <p>HWHA is a unique area that contains a huge variety of buildings. These represent many different architectural styles and building materials from HWHA pats to the present day. In particular, the present scenario shows that the urban situation is quite crucial and the local population is not aware of the importance of protection and restoration of buildings. Many times restorations are made with materials and architectural styles different from the local traditional one.</p> <p>The present activity consists in the creation of at least the following guides:</p> <ul style="list-style-type: none"> <li>• <u>Historic building guide</u>, which covers the following topics: <ul style="list-style-type: none"> <li>○ External walls</li> <li>○ Woodwork, doors and windows</li> <li>○ Down pipes, gutters and other rain water goods</li> <li>○ Tailing, balconies and other ironwork</li> <li>○ Common stairs</li> </ul> </li> </ul> <p>For each topic, the guide will cover preparation, the types of paints that should be used, application advice and recommendations on suitable colors.</p> <ul style="list-style-type: none"> <li>• <u>Public space guide</u>, which covers the following topics: <ul style="list-style-type: none"> <li>○ gardens</li> <li>○ streets</li> <li>○ squares</li> <li>○ etc.</li> </ul> </li> </ul> <p>For each topic, the guide will cover preparation, materials to be used, application advice and recommendations on suitable styles, etc.</p> <p>In the same way, it is necessary to implement a correct development strategy for new buildings and services related regulations as per the Master Plan and the Joint Conservation Program.</p>
<b>OBJECTIVES</b>	<p>The main objectives of the project are:</p> <ul style="list-style-type: none"> <li>• To give guidance to owners, property managers and other professionals who are concerned with the external decoration and maintenance of property within the WHS.</li> <li>• To harmonize the different approaches of intervention in the building of the villages in the area</li> </ul>
<b>IMPLEMENTATION</b>	<p>The implementation of the activity is as follows:</p> <ul style="list-style-type: none"> <li>• <u>Recollection of the information</u>: based on the available studies about the local architectural styles and materials, there is the need to organize all this information in order to select the most important information to be</li> </ul>

	<p>included in the guides.</p> <ul style="list-style-type: none"> <li>• <i>Design and printing of the guides</i>: the guides should have to easy to read and very practical. Similar guides developed in other WHSs are normally composed by no more than 10 pages (15x10 cm).</li> <li>• <i>Distribution and awareness campaign</i>: the guides should have to be distributed to all local stakeholders during all activities related to educational events (training courses, awareness campaigns) and to the participants to the Local Consultative Committee.</li> </ul> <p>The present guides are normally not compulsories for buildings owners, however in HWHHA they could become compulsories for all beneficiaries of the Activities included in the Action Plan (e.g. technical funds, quality development, etc.).</p>
<b>PROJECT IMPLEMENTER</b>	A specialized firm contracted by HWHAMA
<b>SUPERVISOR</b>	DoT, ASI
<b>DURATION</b>	<p>Six months for the conceptions, design and printing of the guides (during the first year of implementation of the Action Plan)</p> <p>Total duration of the Action Plan for the distribution and awareness of local stakeholders.</p>
<b>COSTS OF THE PROJECT</b>	<p>The estimated cost for the present activity is <b>Rs 1.400.000,00</b> as detailed below:</p> <ul style="list-style-type: none"> <li>• Recollection of the information: Rs 320.000,00</li> <li>• Design and printing of the guides (5.000 copies):Rs 1.000.000,00</li> <li>• Distribution and awareness campaign: Rs 80.000,00</li> </ul> <p style="text-align: right;"><b>TOTAL COST Rs. 1.400.000,00</b></p>
<b>NOTE</b>	---

**PROJECT 23.6: PRODUCTION OF INTERPRETATION TOOLS**

Lead Stakeholders:  
**DoT, ASI**

Level of Priority:  
**SHORT TERM (1<sup>st</sup> - 2<sup>nd</sup> year of Plan implementation)**

**DESCRIPTION**

The production of the information tools is an important step to better communicate the importance of the heritage and to provide visitors with an effective cultural service. Actually there are very limited information tools developed at local level, while the most popular communication tools used by tourists are book-guides of India (routard, etc.).

The implementation of the data base (see activity 22.1) will be a very important source for all the information requested by many different typologies of information tools that could be used at HWHA. In particular, it should be important to develop the following information tools:

1. Audio guides to be used by tourists overall HWHA. Special cultural circuits can be organized where the tourists has the opportunity to hear directly from the audio-guide the information about the attractions.
2. Development of video-totem to be used in the main tourism attraction with the details about the tourism attractions. This action includes also the realization of the videos.
3. General information panels:
  - a. In order to provide all the area with maps and paths in order to communicate to visitors the main attraction;
4. Cultural information panels should be organized in different ways:
  - a. **Short ones**: this kind of panel may contain the short description of the cultural site/element and should be one or two lines long; They should be numbered for the use of audio guides;
  - b. **Medium ones**: this kind of panel may give a wider description of the cultural site/element and a linkage with other media (audio guides, rfeed, etc.) and the other site in the HWHA
  - c. **In depth ones**: this kind of panel should offer all the important information about the site and the rest of the interpretation of the HWHA including maps of the site itself and linkage with other similar sites in the HWHA.
5. The official internet web site: the web site that will be structured for promoting and commercializing HWHA has to be also used as interpretation tools by local stakeholders. For this reason, it will be important to include a special section where visitors and tourists can download videos, audios, podcasts, etc. related toHWHA, its traditions, attractions and significance.
6. Radio Frequency Identification (RFID): this is a new technology consisting in a micro-chip in which are stored all the information and that is activated by a radio signal like Bluetooth or other media. This tool may be very important both to communicate a modern approach to the communication of cultural heritage and to reach young people and professionals who make an extensive use of new technologies. An example was the custom-designed temporary research application, "eXspot," at the Exploratorium, a science museum in San Francisco, California. A visitor entering the museum received an RF Tag that could be carried as a card. The eXspot system enabled the visitor to receive

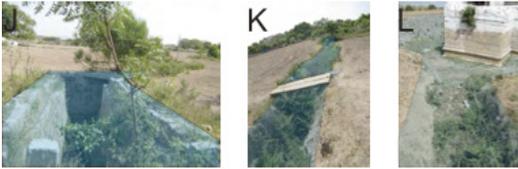
	information about specific exhibits. Aside from the exhibit information, the visitor could take photographs of themselves at the exhibit. It was also intended to allow the visitor to take data for later analysis. The collected information could be retrieved at home from a "personalized" website keyed to the RFID tag.
<b>OBJECTIVES</b>	<p>The main objective of the project is a better communication of the value of the heritage. This project can also provide information tools for visitors who live abroad.</p> <p>The expected results are a coherent communication of the cultural value of the history of Hampi and, in general, a better comprehension of the Hampi World Heritage Area.</p> <p>The beneficiaries are: Local community, local entrepreneurs, visitors, scholarships</p>
<b>IMPLEMENTATION</b>	<p>The project is a natural deliverable of the database. The most important activities are related with the communication strategy of the entire HWHA. The following steps are important for a correct communication strategy:</p> <ol style="list-style-type: none"> <li>1. Selection of a specialized graphic enterprise or professional that can harmonize all the tools with the same graphic line (logo, lay-out, etc.)</li> <li>2. Production of the contents (related to the implementation of the data base)</li> <li>3. Print of all the brochure, and panels</li> <li>4. Dissemination of the information tools following the marketing strategy (see sheet n. ---)</li> </ol>
<b>PROJECT IMPLEMENTER</b>	HWHAMA
<b>SUPERVISOR</b>	DoT, ASI
<b>DURATION</b>	One year
<b>COSTS OF THE PROJECT</b>	"Cost will be jointly ascertained by the DoT, HWHAMA & ASI based on the Initial Project report prepared by the identified Consultants"
<b>NOTE</b>	---

<b>PROJECT 23.7: REORGANIZATION AND OPTIMIZATION OF THE INTERPRETATION STUDIES AND RESEARCHES ALREADY AVAILABLE</b>	
<b>Lead Stakeholders:</b> <b>DoT, ASI, DAM, Kannada University &amp; HWHAMA</b>	<b>Level of Priority:</b> <b>MEDIUM TERM (1<sup>st</sup> year of Plan implementation)</b>
<b>DESCRIPTION</b>	An absence of holistic consolidation of the last 20 years of documentation & past interventions by ASI, DAM, Kannada University & HWHAMA leading to difficulties for undertaking the Interpretation tools. The present activity consists in the creation of linkages among the documentation of the past interventions, current implementations and material research of both Tangible & Intangible Heritage. Reorganization & optimization of information is absolutely required in order to scientifically interpret the site & also to preserve the Outstanding Universal Value of the HWHA. The various researches and studies carried out since the last twenty years have to be focused into an action research in order to lead to informed decision-making for developing Interpretation Tools. This shall also benefit the Joint Conservation Program.
<b>OBJECTIVES</b>	<p>The main objectives related with this project are:</p> <ul style="list-style-type: none"> <li>• To consolidate the previous interpretation studies &amp; researches</li> <li>• To organize information for interpretation of Tangible &amp; Intangible Heritage.</li> <li>• To give a coherent view of the link between Authenticity, Integrity &amp; Interpretation of the HWHA.</li> </ul> <p>The expected results are:</p> <ul style="list-style-type: none"> <li>• Integrating the existing interpretation studies, researches of the Tangible &amp; Intangible heritage.</li> <li>• Informed decision-making in creating apt interpretation tools without threatening the OUV of HWHA.</li> <li>• Developing holistic understanding of the site as a Cultural Landscape &amp; help in the future re-nomination process.</li> </ul>
<b>IMPLEMENTATION</b>	<p>The project should be implemented following the steps:</p> <ol style="list-style-type: none"> <li>6. Preparation of specific Bibliography of the various information such as ASI Excavation &amp; Conservation Reports, Vijayanagara Architectural Inventory, Vijayanagara Metropolitan Region Study etc., (list of reports currently under preparation) following the recompilation objectives;</li> <li>7. Focused &amp; thematic compilations linking the existing studies of myths, legends, artifacts, deities, gods, folk rituals, rural festivals, annual fairs etc</li> <li>8. Organizing a series of workshops &amp; scholars conclave specialized in interpretation studies for developing visitor experiences in aspects such as rituals, customs, cuisines, historic building systems, traditional farming practices etc (see activity 22.4)</li> <li>9. Lead the above short &amp; medium term priorities into a long-term development of research programs in aspects of Cultural Landscape, Sacred Geography etc.</li> </ol>
<b>PROJECT IMPLEMENTER</b>	Kannada University

<b>SUPERVISOR</b>	Joint Conservation Program Committee
<b>DURATION</b>	Two – Three Years
<b>COSTS OF THE PROJECT</b>	"Costs will be jointly ascertained by the DoT, Kannada University, HWWAMA, DAM & ASI based on the Initial Project report prepared by the identified scholars "
<b>NOTE</b>	--

<b>PROJECT 23.8: WATER SYSTEM NETWORK THROUGH THE IMPLEMENTATION OF VARIOUS PROJECT</b>	
<b>Lead Stakeholders:</b> <b>HWHAMA</b>	<b>Level of Priority:</b> <b>MEDIUM</b>
<b>DESCRIPTION</b>	<p>As the site is mostly fragmented, tourists are not aware of the qualities and ingenuity of the water network developed during the Vijayanagara Period. They are exposed to individual water system components without understanding the relationship between the different elements and the complexity of the whole network, especially in a context where links between water features are crucial.</p> <p>While it is clear that an average visitor cannot be expected to understand the complex relations and mechanisms guiding the water systems, the intention should be to allow a basic interpretation, exposure and appreciation of the system.</p> <p>Furthermore, vegetation, unregulated development or agricultural plantations are developed without considering the water system and thus obstruct water channels and bodies, many of which are neither protected nor restored.</p> <p><b>The introduction of water management network within site interpretation process requires a recognition of the inter-relation between nature and culture, so as to revive, restore or clear water channels and bodies.</b></p>
<b>OBJECTIVES</b>	<p>The objective is to restore some water bodies and give the opportunity to the tourists to experience and understand the significance of the water system. It is indeed important to ensure the history and significance of water systems are interpreted as one of the central cultural features of the area.</p> <p>All the individual projects undertaken by the various stakeholders should be developed towards the same goal in order to maximize the significance of the water management system and all its component.</p>
<b>IMPLEMENTATION</b>	<p>The creation of water system network and its introduction within interpretation process requires to :</p> <ul style="list-style-type: none"> <li>▪ develop a knowledge on the historical water components and the way they were articulated with building, temples, agricultural fields,</li> <li>▪ identify projects which are likely to embody the significance of the water system management,</li> <li>▪ articulate all of them into an overall interpretation process.</li> </ul> <p>Following are proposed some projects<sup>6</sup> which could participate to the enhancement of the water system network. <b>The following list was developed purely from the tourism perspective. It is not meant to be an exhaustive site interpretation of the HWH. Such a study should be further undertaken to address all the issues related to site interpretation of the overall complex.</b></p>
<b>IMPLEMENTER</b>	Detailed below

Tourism Development Strategy for HWH

Project	Location	Main Stakeholders	Description	Estimated Cost	Estimated Duration	Illustration
Revival of Singarakunte	Anegundi	HWHAMA	To revive the historical water body of Anegundi	.....	.....	
Kamalapur Lake Bund	South of Kamalapur	HWHAMA	The Kamalapur Lake which was built during the Vijayanagara period presents a great opportunity to articulate the significance of the water body with the tourism experience. A path could also be developed with educating panels along it.	.....	.....	
Restoration of the water channel originating from the rear side of Pattana Yellama temple	Royal Enclosure	ASI	The Interpretation of the Royal Enclosure has to be further analysed to respect the integrity of the site. The restoration of the water channel is one of the measures that should be articulated with new movement patterns.	18 Lakh	2 months	
Treatment of Water Channel Ruins	Queens Bath	ASI	Queens Bath is the first ruined structure seen when entering into the Royal Center. Outside around the building is a big water channel encircling it. The Channel shall be treated and fully integrated in the interpretation of the precinct to allow tourists to fully understand the functioning of the Queens Bath	10 Lakh	3 months	
Integration of the water channel works with movement pattern	Chandra-sekhara Temple	ASI	The remains of the water channel works drawing from Kamalapur Tank to the Queens Bath and Royal Enclosure are seen clearly in the rear side of the temple which are to be integrated with a comprehensive movement pattern	48 lakh	6 months	

Fourth Report – Action Plan  
Tourism Development Strategy for HWA

Project	Location	Implementer	Description	Estimated cost	Estimated duration	Illustration
Interpretation and restoration of the whole water system	Pattabhirama Temple (PT)	ASI	Pattabhirama Temple is notable for its size and completeness and is as large as the more popular Vittala Temple. The temple was connected with its pushkrani located on the South. An irrigation canal is also surrounding the temple precinct. To fully enhance the water system connected to the temple, it is proposed to remove and clear the private coconut farm as well as the wild vegetation in order to re-establish the visual and physical linkage between the temple and the tank. The presence of wells inside the temple, the coconut farm, close to the pushkrani and the domed Gate has to be studied a system of water bodies in unison	64 Lakh	8 months	
Linkage between Royal Enclosure and Bhojana Shala	South of Royal Enclosure	ASI	The Bhojana Shala, with the water channel continues into the Coconut plantation nearby. The Coconut plantation area has to be cleared and studied for the extension of the Bhojana shala and the water channel. The monument which was a permanent Dining area for Soldiers of the Army then, who lived in the Chieftains Quarters nearby towards its North, has Plates and containers engraved in stone slabs, which are set on either of a water channel which was believed to have been flowing non stop, during time of usage of this space.	8 Lakh	2 months	

Fourth Report – Action Plan  
Tourism Development Strategy for HWWA

Project	Location	Implementer	Description	Estimated rate	Estimated duration	Illustration
Revival of the water system	Krishna Complex	ASI	The secondary water canal which goes from the river to the tank represents also an extraordinary interpretation tool to explain how the whole network was conceived to work. The revival of the water system in and around the Krishna complex should be envisaged as a whole network.	30 Lakh	3 months	
Restoration of Ancient pathways	Matanga hill area	ASI, HWHAMA	Several ancient pathways in and around the Matanga hills are of still unknown which can however value the water system. The first one links the Virupaksha Temple and the Achutaraya Temple situated along the bank of the Tunga Bhadra River in the core Hampi area. The second one leads to the Noblemen's quarter from the Krishna Bazaar	16 Lakh	4 months	
Revival of the water network surrounding Vittala Temple	Vittala Temple Precinct	ASI	As people were dependent upon the management of rainwater, the system of diverting water to the tanks was based on careful analysis of the topography and the terrain. The revival of the drainage system as well as the detention ponds surrounding Vittala could help tourists to understand sustainable water system developed in the 14 <sup>th</sup> century	38 Lakh	5 months	

# Timetable of the Action Plan

Fourth Report – Action Plan  
Tourism Development Strategy for HWA

Timetable for Action Plan	Year 1	Year 2	Year 3	Year 4	Year 5
	Short Term	Medium Term	Long Term		
1.1 Launching Workshop	↔				
1.2 Organization of the Programme Implementation Team	↔				
2.1 Culture and Tourism Observatory		↔	↔		
3.1 Awareness Campaign	↔	↔	↔	↔	↔
4.1 Elaboration of Manuals Related to Natural Heritage		↔	↔		
4.2 Training for Public Sector	↔				
4.3 Training for Private Stakeholders		↔	↔		
5.1 Organization of the Sustainable Tourism Development Annual Forum	↔	↔	↔	↔	↔
6.1 Detailed Project Report Preparation for Proposing Infrastructure	↔				
7.1 Revision of the HWHAMA Act & Approbation of its Rules & Regulations	↔				
7.2 Constitution of the HWHAMA Board and Local Consultative Committee	↔				
7.3 Creation of a Tourism Technical Unit	↔				
8.1 Revision of the Hampi Master Plan 2021	↔				
9.1 Institution of a Common Ticketing	↔				
9.2 Institution of Taxes on Tourism Consumption	↔				
10.1. Establishment of an Authorization Process	↔				
11.1. Publication and Dissemination of a Leaflet for Stakeholders		↔	↔		
12.1 Membership to the Indian Heritage Cities Network (IHCN)		↔	↔		
13.1 Infrastructure Development	↔				
13.2 Junction Improvements for Access Points	↔				
13.3 Development of High Resolution GIS System	↔				
13.4 Trouble Call Management System	↔				
14.1 Tourism Carrying Capacity Assessment	↔				
15.1 Development of Micro Level Grid Analysis	↔				
15.2 Bar-code Enabled Visitor System	↔				
15.3 Bar-code Enabled Auto Debit Voucher Monitoring System	↔				
15.4 RFID Based Vehicle Load/Foreign Visitor Tracking System	↔				
15.5 Vibration Tracking System	↔				
15.6 Camera Enabled Monitoring System of Heritage Properties	↔				
15.7 Burglar System/Boat Tracking System	↔				
16.1 Technical Assistance Fund for promoting the cultural tourism supply		↔	↔	↔	↔
16.2 Technical Assistance Fund for the development of Tourism Organizations			↔	↔	↔
16.3 Quality Development	↔				
17.1 Promoting Mixed Public/Private Investments		↔	↔	↔	↔
17.2 Basic Infrastructures & Equipment Fund for Tourism Development	↔				
18.1 Organization of a "Sustainable Tourism Development Round Table"		↔	↔		
19.1 Development of Sustainable Tourism Protocols		↔			
19.2 Diversification of Traditional Sectors			↔	↔	↔
20.1 Branding Strategy			↔	↔	↔
20.2 Promotion and Marketing Activities			↔	↔	↔
20.3 E-Commerce and Sustainable Cultural Tourism Development Platform				↔	↔
21.1 Parking Nodes Identification	↔				
21.2 Sustainable Integration of Parking Nodes	↔				
21.3 Vehicle Tracking System	↔				
22.1 Technical Assistance Fund for Promoting Cultural Industry Development			↔	↔	↔
23.1 Information System for Cultural Heritage	↔				
23.2 Empowerment of Site Museum	↔				
23.3 Interpretation Centre & Interpretation Points	↔				
23.4 Seminars & Workshops about Cultural Heritage & Traditions	↔				
23.5 Interpretation Guides for the Restoration	↔				
23.6 Production of Interpretation Tools	↔				
23.7 Reorganization and Optimization of the Interpretation Studies		↔	↔	↔	↔
23.8 Creation of a Water System Network		↔	↔	↔	↔

**TRAFFIC AND TRANSPORTATION  
MODULES  
FOR  
HAMPI WORLD HERITAGE AREA**

#### 4. Traffic and Transportation modules with Technology interface architectures

##### Cost estimates on different heads proposed as a part of IMP on HWHAMA, HAMPI

Findings of the study for implementation and responses to the points discussed in meetings

Index:

1. Road Development plans:

Output is taken from the GIS based analysis on the study area. Engineering surveys are conducted, material characterization, surface condition and structural condition surveys are conducted. Developed geometrically sustainable, traffic sensitive, access, connectivity and mobility patronages for local, regional, state level and for national traffic to the Hampi which is kept as target. Treatment of higher traffic for circular, radial, transitional /longitudinal roads is identified. Estimates are prepared, for core area with pavement block pattern roads are advised as the structure can be removed as and when required on the heritage roads, it can be useful for slow moving or pedestrian walk ways. Estimated amount for all the configured as shown in figure is placed in the following table.

Roads to be developed in and around the core area with in HWHAMA. With an emphasis on core area roads for walkways or slow moving traffic.

Engineering and planning oriented based estimate

PRIORITY -1: ROADS SHOULD BE CONSTRUCTED WITH ALTERNATIVE MATERIALS. COST OF THEM WILL BE :

SI.NO.	NAME OF THE ROAD	LENGTH OF THE ROAD (K.M)	COST (Rs. Ps.)
01.	Kamalapura – Lambadithanda	1.48	66,00,000.00
02.	Virupapuragadda to Tungabadra river(Hampi) PW road	1.40	68,00,000.00

03.	Kamalapura - Hampi Kannada University	2.40	1,27,00,000.00
04.	Prakashnagar to Virupaksha temple road	1.50	1,00,00,000.00
05.	Kamalapura to Hampi temple road	3.50	2,27,00,000.00
06.	Kamalapura to Kaddirampura	1.50	75,00,000.00
07.	Kamalapura to Kaddirampura (part -II)	4.10	1,23,00,000.00
08.	Kaddirampura to Dhanapur	2.80	1,23,50,000.00
09.	Mallappantanda bridge to Kaddirampura road	3.10	1,47,00,000.00
10.	Ramapuratanda to Anegundi	3.00	1,55,00,000.00
11.	Benkapura to Mallappantanda road	0.90	50,00,000.00
12.	Kamalapura to Nallapura between road	1.90	1,16,00,000.00
13.	Chikkarampura to Kadebhagilu	3.30	5,80,00,000.00
14.	Kaddirampura to Hampi Temple road	3.60	6,59,00,000.00

15.	Hira Chitra to Thurtha canal	1.50	80,00,000.00
16.	Kamalapur - Papinayakanhalli	4.17	4,18,00,000.00
17.	Kamalapur – Devlapura	20.70	25,07,00,000.00
18.	Vittla to Gajjela Mantapa	1.70	95,00,000.00
19.	Krishna Temple Bypass Road	3.00	1,66,00,000.00
20.	Road around Royal Enclosure	2.50	1,39,00,000.00
21.	Hospet to Galemamagudi	4.52	4,88,00,000.00
22.	Venkatapura to Bukkasagara	5.62	6,05,00,000.00
23.	Kamalapura bund to Glemma gudi	3.54	1,85,00,000.00
24.	Kamalapura bund to Venkatapura	6.96	3,60,00,000.00
25.	Mallappantanda bridge to Kaddirampura road	3.10	1,47,00,000.00

Total Cost of Core Area Roads : Rs. 78,06,50,000.00/-

PRIORITY-2: Roads should be constructed as they are part of inner and outer ring roads. Cost of construction should be :

SI.NO.	NAME OF THE ROAD	LENGTH OF THE ROAD (K.M)	COST (Rs. Ps.)
1.	Gallimma Temple to Dhanapura (CR 18)	5.157	7,23,50,000.90
2.	Kampli to Morarjidesai School (CR3 part-2)	8.77	9,43,50,000.00
3.	Malpantanda to Kondanayakalli (CR22)	1.177	1,60,50,000.00
4.	Chikkarampura to Near Kadebhagala (CR11)	4.167	6,59,00,000.00
5.	Devalapura to Kampli CR3(Part 1)	15.00	16,05,00,000.00
6.	Nallapura to Devalapura (CR 3 part-3)	10.00	12,08,00,000.00
7.	Kadebhagala to Koramma camp (CR12)	2.55	3,35,00,000.00
8.	P.K.halli to Nallapura (CR 2)	9.02	12,88,50,000.00
9.	Kondanayakanahalli to P.K.halli (CR1)	5.925	8,82,40,000.00
10.	Venkatapura to Sitaramtanda (CR 15)	4.006	6,03,00,000.00
11.	Morarjidesai school to Tungabhadra River (CR4)	1.00	1,53,00,000.00

12.	Sanapura toTungabadra River (CR 9)	0.50	56,50,000.00
13.	Sanapura to Chikkarampura (CR 10)	5.64	6,06,50,000.00
14.	Dhanapur to Tungabadra River (CR19)	1.73	2,65,90,000.00
15.	Rangapura to Sanapura (CR 8)	3.38	5,16,00,000.00
16.	Kannad University to Gallimmagudi (CR17)	5.80	8,84,80,000.00
17.	Tungabadra river to Venkatapura (CR 14)	7.20	10,99,00,000.00
18.	Rampura to Rangapura (CR 7)	4.66	7,11,00,000.00
19.	Tungabadra river to near Dhanapura (CR 20)	1.30	1,98,50,000.00
20.	Kamma camp to Tungabadra River (CR13)	1.28	1,96,00,000.00
21.	Sitaramtanda to Kannad University (CR 16)	5.74	8,76,20,000.00
22.	Kalligatta to Malpantanda (CR21)	5.67	7,96,00,000.00

Total Cost of Inner and Outer ring Roads : Rs. 147,67,80,001/-

PRIORITY-3: Radial roads should be constructed to improve overall connectivity of HWHAMA

SI.NO.	NAME OF THE ROAD	LENGTH OF THE ROAD (K.M)	COST (Rs. Ps.)
1.	Hospet to Galemmanagudi (RR1 and RR2)	4.52	4,88,00,000.00
2.	Rangapura to Chikkarampura (RR9)	3.93	4,92,00,000.00
3.	Mallapura to Rampura (RR8)	3.894	5.93,90,000.00
4.	Sanapura to Koramma camp (RR6)	3.26	3,50,50,000.00
5.	Dasanahalli to Mallapura (RR 7)	6.23	9,51,00,000.00
6.	P.K.halli to Kannada University (RR3)	4.33	4,23,00,000.00
7.	Sanapura to NH 13 (RR10)	15.02	17,53,00,000.00
8.	Tungabhadra river to Kalagatta(RR 11)	4.76	7,26,20,000.00
9.	Kalagatta to Dhanapura (RR12)	1.68	2,56,50,000.00

10.	Malapanagudithanda to Nagenahalli Bridge( RR 14)	1.69	2,58,00,000.00
11.	Kannada University to Kamalapura (RR15)	4.12	4,68,50,000.00
12.	Venkatapura to Anegundi (RR 17)	4.451	5,31,00,000.00
13.	Rampura to Kadebhagilu (RR 18)	2.22	2,67,00,000.00
14.	Dhanapura to Malapanagudithanda (RR13)	2.99	3,75,70,000.00
15.	Sitaramatanda to Kamalapura (RR 16)	3.32	3,85,50,000.00
16.	Morarjidesai school to Venkatapura (RR5)	5.62	6,05,00,000.00
17.	Nallapura to Sitaram tanda (RR4)	6.23	7,58,00,000.00

Total Cost of Radial Roads : Rs. 90,88,90,000/-

2. Junctions to be improved

Amount required is Rs 12.5 Crores for 25 junctions enlisted.

3. Total length of the road audited with safety parameters – 215.742kms

Total cost for improving safety will be = 215.742Kms\* Rs 20,000/- per km  
= Rs 4,31,4,840/-

#### 4. Technology interface As a part of IMP of HWHAMA

- RFID based tracking of the vehicles at in and out of predefined parking locations beyond the boundary of Core area . This technology can also be used to track on number trips made by Boat based transportation near Anegundi [ which is the need based issue to track on contractor operations of ferry based transportation]

Proposed around 50 readers and 1000 tags = 30lakhs

- Help call systems integrated with GIS map display system at server , creating an alarm system whenever help call is given by pressing the button at predefined locations.

Propose to install of around 100 places in HWHAMA area , it will cost =20 lakhs

- Bugler alarm system with creating an Alarm at defined locations .

Propose to use a minimum number of 50 systems. It will cost around =10 lakhs

- GPS based navigation of vehicles with displaying on their mobility, travelling record and vehicle travel patterns. Proposed to use for tracking vehicles operating in core area like battery operated vehicles, vehicles driving on to the roads developed by us. It will also be useful to track the foreign travelers or knowing the information of location of certain movables or costly gadgets. –revenue generation – Toll collection Proposed for multiple applications on tracking road safety, security of tourists, accountability of ferry transport, parking vehicles, navigating vehicles, battery operated vehicles and any important gadgets or articles to be tracked on.

Propose to procure 100 number of gadgets , it will cost around 20 lakhs

## JUNCTIONS PROPOSED TO DEVELOP:

In view of traffic mobility and safety the following junctions are proposed to face lift and they are shown in figure-

Junction Between

1. Kamalapura and Kampli
2. Kondenayakanahalli to Hospet
3. Morarjidesai school to Gangawathi
4. Hospet and Nagenahalli
5. SitaramThanda and Devalapura
6. Anegundi to Kamalapura
7. P.K.Halli to kamalapura
8. Galemmanagudi and Hampi
9. Nagenahalli and Benkapura
10. Gangawathi and Thirumalapura
11. Sanapura and Rangapura
12. Ramapura and Kadabagilu
13. Ramapura to Mallapura
14. Tirumalapura and Sanapur
15. Kondanayakana halli and Hospet
16. Papanayakahalli and Kondanayakanahalli
17. Byluiddigiri and Devalapura
18. Kamalapura and Kampli
19. Kadirapura and Shiva temple
20. Kadirapura and Kampli
21. Kamalapura and Nallapura
22. Chikkarampura and Kadabagillu
23. Kadirapura and Dhanapura
24. Dhanapura and Hampi
25. Kamalapura and Kannada University

Conducted Total station based survey. Generated base plan, working plan and outlook plan  
To implement in field – cost will be @ Rs 50 Lakhs per junction, covering approach road  
length of minimum of 50 to 100 metres, control islands, markings and signs and other  
facelift with reference to gradients rather structural facelift.

Amount required is 12.5 Crores for 25 junctions enlisted.

Road safety cost estimation:

Survey is organized with Videographic technology, follows by developing the road plan in  
GIS environment/ Auto CAD environment. Measures are given by comparing before and  
after with a view to display the audited stretch.

1. CR-1 Kondanayakanahalli to PK Halli – 5.925 Kms
2. CR-2 Buluviddigiri to Nallapura – 9.02Kms
3. CR-3-
  - [a] Devalapura to Kamplu -15Kms
  - [b] Kampli to Morarjidesai School – 8.77Kms
  - [c] Nallapura to Devalapura -10Kms
4. CR-4: Morarjidesai School to Tungabhadra River -1 Kms
5. Cr-7: Rampura to Rangapura -4.66Kms
6. CR-8- Rangapura to Sanapura – 3.38Kms
7. CR-9- Sanapura to Tungabhadra River – 0.5KMs
8. CR-10- Sanapura to Chikkarampura -5.64Kms
9. CR-11- Chikkarampura to Near KadABAGILU – 4.17KMS
10. cr-12- Kadebagilu to - 2.55Kms
11. CR- 13- Koramma Camp to Tungabhadra river – 1.28Kms
12. CR-14 – Tungabhadra river to Venkatapura - -7.2Kms
13. CR-15-Venkatapura to Sitarama thanda - 4kms
14. CR-16- Sitarama Thanda to Kannada University – 5.74kms
15. CR-17 – Near Kannada University to Gallemmagudi – 5.8Kms
16. CR-18- Gallemmagudi to Dhanapura -5.157Kms
17. CR-19- Dhanapura to Tungabhadra River -1.73kms
18. CR-20- Tungabhadra river to Dhanapura – 1.3Kms

19. CR-21 Kalagatta to Malapanagudi Thanda - 5.67Kms
20. CR-22- Malapanagudi Thanda to Kondanayaka halli -1.18kms
21. Kaddorampura to Hampi Temple road -3.6Kms
22. Kamalapura to Hampi Krishna Temple – 3.5Kms
23. Kamalapura to Kadirampura Road – 4.1kms
24. Kaddirampura to Dhanapur Road - 2.8kms
25. Kamalapura to Lambadi Thanda road – 1.5kms
26. Kamalapura to Nallapura between roads – 1.9kms
27. Prakash nagar to virupaksha temple road – 1.5kms
28. Benkpura to Malpanagudi road -0.9kms
29. Malapana Thanda BRIDGE TO Kaddirampura road -3.1kms
30. Kamalapura to Hampi Kannada University – 2.3Kms
31. Chikkarampura to Kodanagolu road -3.3Kms
32. Rampura Thanda to Anegundi road -3Kms
33. Gallemmana gudi to Ananthasaina gudi – 3.1kms
34. Kandnayakana halli to Ananthasaina gudi – 2.1kms
35. Nallapura village to Sitaram thanda -6.23kms
36. Near Murarjidesai school to Venkatapura – 5.62Kms
37. Sangpura to Koramma camp- 3.26Kms
38. Dasannahalli to Mallapura -6.22kms
39. Mallapura to Rampura – 3.8kms
40. Rangapura to ChikkARAMPURA – 3.98KMS
41. Sanapura to NH13 ROAD – 15kms
42. Tungabhadra river to Kallagatta 4.76kms
43. Kalagatta to Dhanapura -1.68kms
44. Dhanapura to Malapannagudi Thanda -3kms
45. Near Malpanagudi to Nagenahalli – 1.7Kms
46. Kannada University to Kamalapura – 4.12Kms
47. Sitharam Thanda to Kamalapura – 3.3Kms
48. Vemkatapura to Anegundi -4.5Kms
49. Rampura to Kadebagilu -2.2Kms

Total length of the road audited with safety parameters – 215.742kms

Total cost approximately will be 215.742Kms\* Rs 20,000/- per km = 4,31,4,840/-

Technology interface As a part of IMP of HWHAMA

- RFID based tracking of the vehicles in and out of predefined parking locations beyond the boundary of Core area are proposed to activate. Software and hardware integration with GIS map display system at Central location or server is proposed. Technology architecture with RFID reader and tags are used with relevant software and Map display system. This technology can also be used to track on number trips made by Boat based transportation near Anegundi [ which is the need based issue to track on contractor operations of ferry based transportation]

Proposed around 50 readers and 1000 tags = 30lakhs

- Help call systems integrated with GIS map display system at server , creating an alarm system whenever help call is given by pressing the button at predefined locations. Technology architecture with software interface and GIS mapping system are proposed and developed.

Propose to install of around 100 places in HWHAMA area , it will cost =20 lakhs

- Bugler alarm system with creating an Alarm at defined locations . technology architecture, software interface is developed.

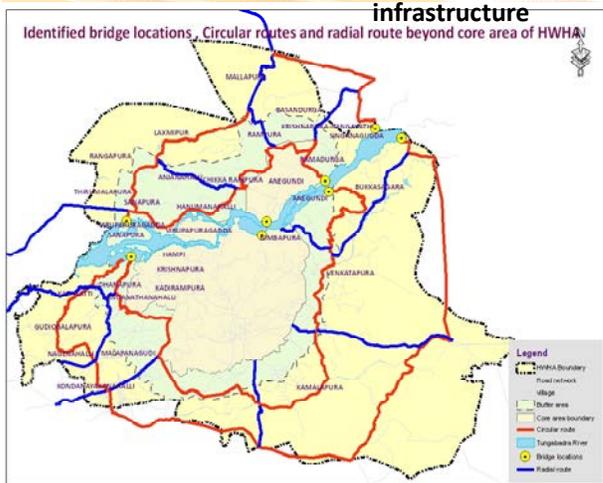
Propose to use a minimum number of 50 systems. It will cost around =10 lakhs

- GPS based navigation of vehicles with displaying on their mobility, travelling record and vehicle travel patterns. Software, gadget, map display systems are developed. Proposed to use for tracking vehicles operating in core area like battery operated vehicles, vehicles driving in to the roads developed by us. It will also be useful to track the foreign travelers or knowing the information of location of certain movables or costly gadgets.

Proposed for multiple applications on tracking road safety, security of tourists, accountability of ferry transport, parking vehicles, navigating vehicles, battery operated vehicles and any important gadgets or articles to be tracked on.

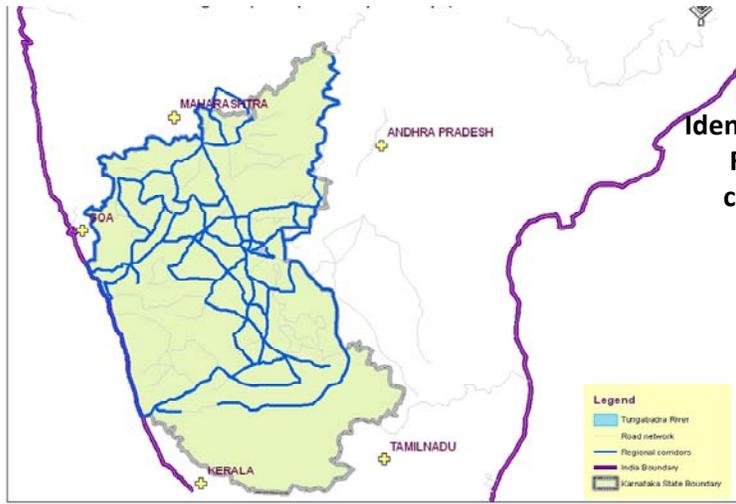
Propose to procure 100 number of gadgets , it will cost around 20 lakhs

**Identification of Major roads , Transport terminals and supporting infrastructure**



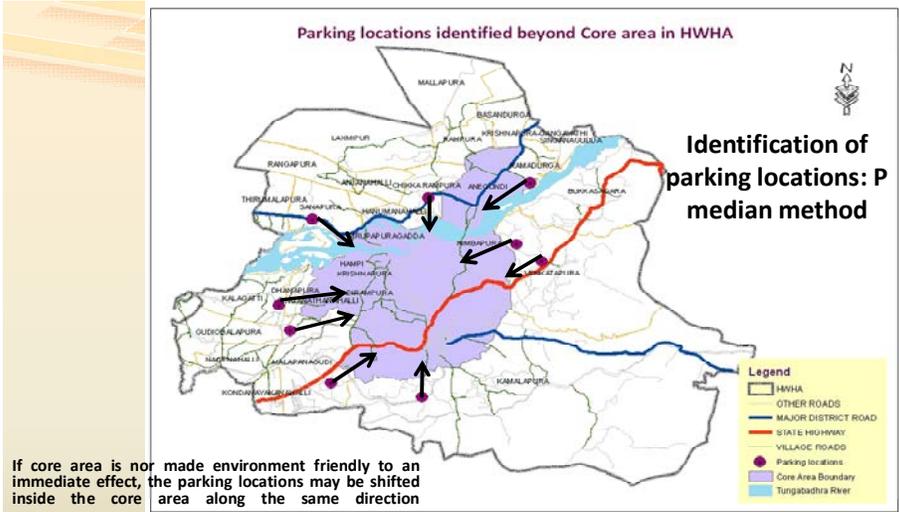
•By considering the different travel demand interactions , network availability and land use patterns, a spatial planning is attempted to identify the circular routes , radial routes beyond the core area. In this process of analysis, a development is also made on identification of bridge locations.

These locations are needed to be further investigated with reference to engineering, socio – economic / demographic and travel issues. The core area is declared as a motor free area which creates a pedestrian friendly environment.



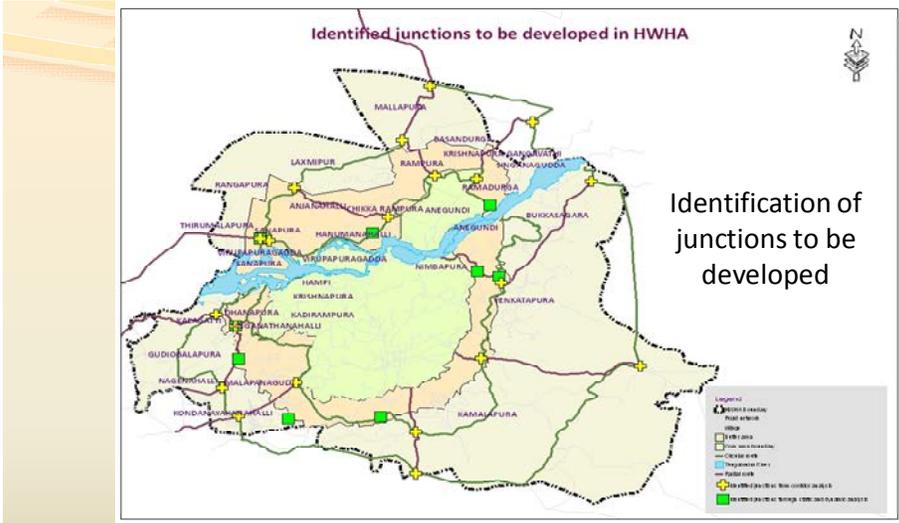
**Identification of Regional corridors:**

•Static analysis is conducted on the regional corridor beyond the HWH A and certain spatial routes are identified which are to be developed in future as Regional urban enabled routes. Proper audits should be conducted on understanding the feasibility of development

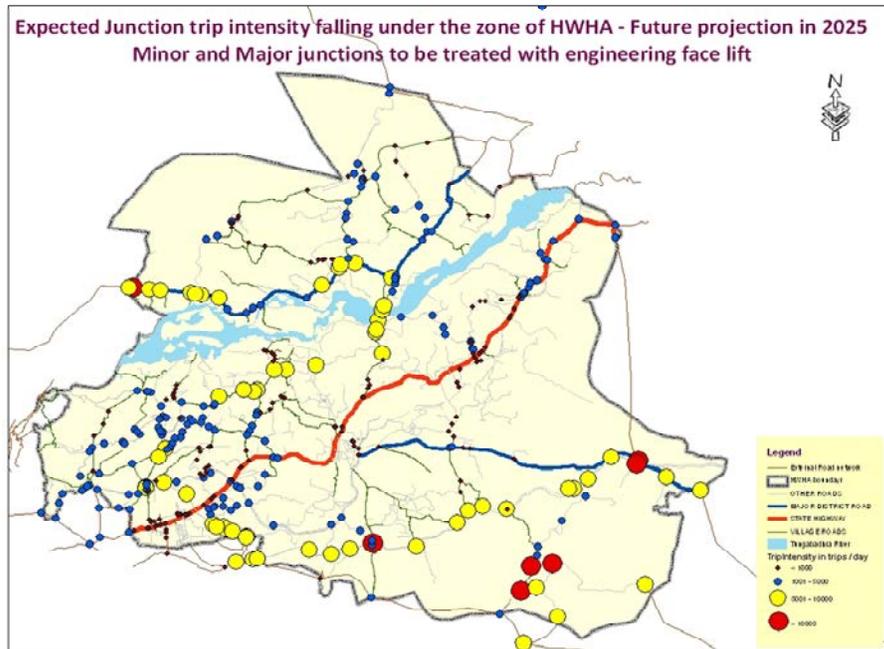


If core area is not made environment friendly to an immediate effect, the parking locations may be shifted inside the core area along the same direction

•P- Median method of locational modeling is attempted by considering the output of travel demand on each node and travel impedance among the interacting nodes. A predefined study of 5 km radius around the core areas and buffer area are delineated. This analysis is made such that the average walking distance to any of the location is of 2.5 km



•The number of trips of higher order loaded around the core and buffer area are attempted with demand analysis. More nodes are also matching with P median method and certain additional nodes are given for installing parking structures.



Traffic and Transportation modules with Technology interface architectures

Convergence report as response to points communicated with reference no: HWHAMA/Hpt/IMP/2014-15 dated 17-11-2014

Use of coracles in lieu of boats:

Issue of ferry based transport is discussed in one or two interactions. During the time of project study, boats transport is getting operated by private contractors or in lease based operation. At that time accountability of number of operations per day, number of visitors using this transport is expected to track on. With this reason, RFID tags, GPS based navigation are proposed to use. Technology configuration is already interfaced on tracking of battery operated vehicles and parking accounting with RFID technology.

Use of Coracles in lieu of boats is acceptable with the following tracking and monitoring systems:

- Boats and coracles are required to be monitored with RFID readers and RFID tags.
- QR code based tracking of visitor should be implemented
- FLOOD lights and night vision cameras should be installed on the ferry route.

- Water currents at the periphery of catchment area like few 100 metres away should be monitored and alerts should be generated.
- Help call systems are to be integrated for ferry transport users by ZIG bee technology or wireless technologies.
- Hydrographic survey and mapping on the ferry transport area are needful to track the safety of routes against water currents if at all exists

Cost required for implementing –

4 RFID readers costs to 3Lakhs

RFID tags of 100 numbers – Rs25000/-

QR code generation and readers – Rs50,000/

Flood lights of 200 watts operating with AC & Solar based = -10 numbers – 5lakhs

Night vision cameras – 2 numbers – 3 lakhs

Water current tracking systems with sensor technologies and communication systems -5 lakhs

Help call systems – 50 numbers with communication systems – 5 lakhs

Total cost = 21.75 lakhs

Connecting railway and bus routes for public convenience:

Issue of accessibility, connectivity and mobility of traffic are addressed in the report. Transitional, longitudinal and radial routes are configured to connect with external areas beyond HWHAMA area. Plans showing the connectivity pattern among bus stands, railway stations and air port hubs with reference to the respective towns or places are shown in tables and maps.

Formation of pedestrian routes:

Pedestrian routes are identified with reference to monuments and are shown in the maps. All these routes and roads in core area can be constructed with removal blocks of natural stone materials and inert materials as binding interface. As most of the ropoads are within a walking length of 2.5 kms, constructing these with alternative materials beyond cement and bitumen materials should be used. Prioritization and the length of roads are mentioned in a map.

## Integrated tourism with transport

Roads proposed to develop in HWHAMA area are to be integrated with the level of service expecting by tourists as a part of tourism.

The following points are addressed and required to implement with certain additional privileges.

- Roads fallen under tourism area of HWHAMA should be developed with BOT base. Nearly 2 to 3 lakh vehicles or beyond are going to use these roads. Any travel from External to external and external to internal should be charged. 2 & 3 wheelers are exempted and dwellers of the HWHAMA for their non business trips should be made free from toll charges. Nearly an income of 3 crores per day can be attained by taking a charge of 50/- per trip length of 25 to 30 kms . Amount propose to invest can be converged within a year.
- Technology based tracking of vehicles on driving deficiencies, toll accountability can be arrived with the outcome of the Road development plans, which are spatially and pointedly geo fenced.
- Ferry routes, canal roads, radial roads, circumferential roads and internal roads should be improved with street lights for making HAMPI a 24\*7 visiting place.
- Flood lights at junctions and tourism activity getting continued upto mid nights may create more sustainability of tourism.
- Spatially fenced roads be connected with Camera based or RFID based or GPS based may create safety provision and security to tourists.
- Integration of tourism and transport can be attained by connecting every activity or visiting place with mobility on a road by online monitoring and un manned communication results great sustenance of safety, security, economy and environment.

With Findings for implementation:

- Circular roads like inner and outer ring roads should be constructed on priority beyond radial roads.
- Pedestrian walk paths should be constructed with alternative materials beyond bitumen and cement as binding materials.
- Parking nodes identified from the analysis required to be implemented at peak interaction side of the study area. As there are certain objections on parking places from ASI, a need based study should be conducted on certain private lands for parking either by BOT or other means. Temporarily erecting structures for slow moving and cars can be planned. On street parking for heavy vehicles should be stopped at outer ring road and intermediate para transit vehicles or private vehicles can be used for mobility.
- In the recent visit, understand the problem of functionality of battery operated vehicles, these should be attended by alternative energy if possible to operate by online charging of batteries or off line charging of batteries. As each vehicle demands 3.5KW inverters, it may cost to 3.5 lakhs per vehicle. For 25 vehicles it may cost 90 lakhs to operate 5 hours or quick charging for one time charging of 6 to 8 batteries by solar PV modules.
- PEDESTRIAN WALK PATHS of 4.5 kms of minimum are identified for on priority basis. these are shown in figure. Cost of construction with alternative materials will be around 3 crores

**COMPREHENSIVE CONSERVATION PLAN  
(CCP)  
FOR  
HAMPI WORLD HERITAGE AREA**

# Comprehensive Conservation Plan (CCP)

## Action Plan for 2015

The key activities in the action plan for 2015 to initiate the implementation of Comprehensive Conservation Plan on Hampi are as following:

1. Documentation
  - a. Historic research
  - b. Survey and Identification
  - c. Mapping
2. Scientific Investigations
  - a. Physical and Chemical Analysis of Materials used in construction
  - b. Scientific studies
3. Assessment of cultural heritage condition & priorities
4. Pilot conservation project based on CCP recommendations

These actions are to be considered priority and performed prior to or simultaneously with conservation actions.

Listed below are the descriptions of each of these actions.

### 1. Documentation

#### a. Historic research

Conservation works in Hampi have continued now for the past century with serious research, excavations etc continuing for the past 3 decades. There is no dearth of information about the various aspects of Hampi, its excavations and conservation of monuments. This study was however proposed as three main issues have been noted with the research on Hampi. The primary issue is that, the researches that were carried decades ago have not yet been updated for a more up-to-date knowledge of the site. Secondly, the data gaps have not yet been identified, which is a necessity for better site comprehension. Thirdly, the information that is present have not yet been disseminated. Application of research varies from technical interventions, better articulation of values, dissemination, interpretation and above all education thereby outreach.

### **Scope of work**

- Identifying the quantum of information and research present in all fields on Hampi (Some possible sources have been identified for the purpose of CCP. A few of these have been sourced while many others yet need to be sourced, yet others need to be identified)
- Identification of static (eg- historic data, interventions made in the past, etc) and dynamic (demographics, per person parity, housing stock etc) data
- Regular and continuous updating information present and integrating parameters in GIS platform
- Translation of information for outreach and communication for the locals
- Developing modules in formal education course
- Outreach to involve youth for surveys, monitoring, crowd control and conservation
- In-house training and capacity building for increased competency and enhanced working skills using latest relevant technology
- Sourcing of information/ data present in the form of thesis, periodicals, publication, newsletters, journals, documentation works in architectural institutes, papers etc

**b. Survey and Identification:** Exploration of un-surveyed Areas, Re-survey as the means of updating information, Geo-prospecting

There is a 2 pronged need to explore un-surveyed areas – firstly to identify potential areas that are rich in cultural resources. No potential archaeological site can be subjected to any form of development that can be detrimental to its integrity and condition. Secondly it is required to identify areas to accommodate the spread of population or resettlement activities of the future. The same also answers the cardinal question of *how much can Hampi contain in terms of capacity*.

### **Scope of Work**

- Reconnaissance survey of areas that are unexplored by either agencies – ASI or DAM or institutions or other private researchers/ organisations
- Re-survey of some of the areas that have already been identified 2-3 decades before by ASI/DAM, but have not been recorded.
- Identification of the broad range of cultural resources in Hampi

## **Geo-prospecting**

- Scanning of areas as identified to have potential sub-surface archaeological remains
- Analysis and interpretation of scanned data to reveal possible nature and probable location of cultural resources.

### **c. Mapping**

It has been noted that several of the Cultural resources that have been identified in Hampi as a part of excavations, private researches, have not been documented or located on the base map. In order to aid planning, it is important that all the cultural resources identified so far (after survey and re-survey) need to be located on the base map and each, inventoried.

### **Scope of Work**

- Physical Mapping, inventorying and documentation of newly identified cultural resources. The documentation need to follow the given structure and format.
- Identification of potential areas for Geo-prospecting
- Geo-referencing on GIS Base Map

## **2. Scientific Investigations**

### **a. Physical and Chemical Analysis of Materials used in construction**

The constructions in Hampi are primarily composite in nature. For example, the temples are constructed using a combination of granite and brick set in mortar, where the latter forms the core enveloped by stone veneer. The passage of time and impact of natural, man-made (weathering, increased traffic vibrations etc) agents on the construction materials have resulted in degeneration of the building materials. Depending on the inherent properties of the materials, each have reacted differently to the agents of deterioration. As a result, it is of extreme importance to understand the physical and chemical properties of the material used in construction. The studies have to be conducted structure by structure, thereby determining the course of conservation and decision making.

## **Scope of Work**

### **Material Investigations**

- Physical properties of material (Stone / Brick/ Wood/ Mortar/ Stucco/ lime wash/ Paint or applied layers of whitewash etc) used in a resource.
- Chemical composition and properties of ALL material (structure by structure) as extant on the site
- Mapping of strength of individual material members in the structure i.e. identifying weakened or weakening structural members.
- Identification of agents and trends of degeneration / weathering, its impact and symptoms of each material
- Reaction of original material with later added materials i.e. bitumen, cement mortar etc
- Composition of traditional protective coats (if any)
- Present strength of material, limiting capacity of structural members and rate of degeneration affecting its capacity to bear load
- Suggested alternative material/ consolidates, wherever need be
- Identification of non-reactive protective coats

#### **b. Scientific Studies**

- Identification of impact of exposure to change in temperature, water/ moisture/ humidity, human and animal contact etc on pigments present in form of mural painting, rock painting, stucco, relief and inscriptions
- Pigment composition of Mural Paintings and traditional sources of material
- Stucco composition analysis
- Mortar analysis and composition
- Lime wash analysis and composition

Above specified are but the basic studies that are required in the World Heritage Site. Other studies like Petrological tests, Environmental Impact assessment etc, need to be performed after prioritization.

### **3. Assessment of cultural heritage condition & priorities**

- a. Types of built heritage protected by state & central archaeology departments
- b. Prioritization of Conservation works based on the following criteria
  - i. Significance of the structure

- ii. Current Condition of the structure
- iii. Visitor accessibility as per the visitor movement plan
- iv. Budget
- v. Availability of conservation skills, building materials
- vi. Tourism infrastructure
- c. Guidelines for private sector participation through CSR based on the priorities

**4. Pilot conservation project based on CCP recommendations**

**Project Name:** Hampi Bazaar & Virupaksha temple complex restoration project

- a. Taking spot levels using total station survey,
- b. Condition mapping
- c. Risk Value matrix
- d. Propose Conservation Works
- e. Conservation Estimates
- f. Conservation Drawings
- g. Periodic Reporting & Monitoring
- h. Visitor movement plan
- i. Rituals & Festivals
- j. Security
- k. Disaster Management

Estimates

Sno	Item of works	Cost
1	Documentation <ul style="list-style-type: none"> <li>a. Historic research</li> <li>b. Survey and Identification</li> <li>c. Mapping</li> </ul>	500000/-
2	Scientific Investigations <ul style="list-style-type: none"> <li>d. Physical and Chemical Analysis of Materials used in construction</li> <li>e. Scientific studies</li> </ul>	500000/-
3	Assessment of cultural heritage condition & priorities	500000/-
4	Pilot conservation project based on CCP recommendations	900000/-

**LANDSCAPE STUDY  
FOR  
HAMPI WORLD HERITAGE AREA**

## Recommendations and suggested actions based on the Landscape Sectoral Study

The Landscape sectoral study was initiated by the HWHAMA on 29 December 2009 and completed on 30 November 2010. Following is a compilation of the recommendations made at the conclusion of the study. The recommendations are followed by a list of elaborations where relevant and the agency responsible for implementation. Each set of recommendations has been accorded a priority based on the criticality of the intervention. It is important to note that these recommendations should not be seen as stand alone action points, but have to be integrated with frameworks derived from other sectoral studies as well as the larger development goal for the region.

#	Recommendation	Elaboration of recommendations	Project Cost	Action taken	Remarks
1	Improve watershed management in the Hampi WHS region	<ul style="list-style-type: none"> <li>• Improve land productivity while mitigating resource degradation.</li> <li>• Harmonize the use of water, soil and pasture resources in an integrated fashion</li> <li>• Optimize moisture retention and reduce soil erosion</li> <li>• Land productivity is maximized and land degradation controlled</li> <li>• Excess surface run-off water harvested in irrigation tanks (catchments ponds)</li> <li>• Subsurface runoff to recharge aquifers</li> <li>• Promote awareness and participation among local communities</li> </ul>		Ongoing	Water shed & Agriculture department
2	Use of GIS for effective landscape management	<ul style="list-style-type: none"> <li>• Acquisition of topographic data will allow the HWHAMA to create Digital Terrain Models</li> <li>• Based on the Digital Terrain Model, analysis of topography, slopes, drainages patterns, ridges, etc., will be possible at the HWHAMA level itself.</li> <li>• Definition, implementation and monitoring of the watershed programme management will be more structured and easier through the GIS.</li> <li>• Future land use can be defined considering the integrated character of the area</li> <li>• Visual Impact Assessment helps in projecting and assessing changes in land use, development of buildings and structures, etc.</li> </ul>		Ongoing	Water shed, Agriculture department, HWHAMA, District information centre
3	Strictly enforce ban on quarrying	Ban to include not only large scale extraction but also defacement of individual boulders within the WHS			Mines & Geology, District Administration HWHAMA, ASI, SDAM

## Recommendations and suggested actions based on the Landscape Sectoral Study

4	Conservation of natural hills and boulder formations	<ul style="list-style-type: none"> <li>• All rocky and hillock areas have to be preserved as an outstanding natural landscape</li> <li>• No development shall be allowed and this regulation should be strongly emphasized in all of development documents such as the Hampi Master Plan, Local Development Plans defined by Panchayats and District Planning Committees.</li> <li>• Pedestrian (or trekking) path should be designed in a manner to limit damages on natural environment while improving tourist connectivity through the site</li> <li>• Tourist circuits and movement should be anticipated and integrated</li> </ul>			Forest department, District Administration, HWHAMA
5	Regulate development along the river banks	<ul style="list-style-type: none"> <li>• All development should be planned in continuity with existing settlements within the conurbation boundaries and clearly mapped in the Master Plan</li> <li>• Clearly demarcate high-flood line to control development and prevent flood damage</li> <li>• A set back of 100 metre from the riverbank should be marked in the Master Plan specifically for Anegundi and Hampi villages.</li> <li>• Protected areas (shown in green on map in page 53) allows agricultural use; conversion to any other use should be strictly prohibited</li> <li>• Hills mapped as conservation areas should exclude all manner of construction and development.</li> <li>• All quarrying activities must be stopped immediately</li> </ul>			HWHAMA, District administration, Irrigation, Public Works & Inland water ways Department
6	Conserve, revive and maintain historic water systems	<ul style="list-style-type: none"> <li>• Forbid all new construction along the river bank (either permanent or temporary) within a buffer zone of 100 metre from the high flood line</li> <li>• Forbid all new construction surrounding static water bodies such as tanks and ponds (both historical and contemporary) within a buffer zone of at least 50 metre</li> <li>• Only excavations related to conservation programs should be</li> </ul>			HWHAMA, District administration, Irrigation, Public Works & Inland water ways Department, Minor Irrigation department

## Recommendations and suggested actions based on the Landscape Sectoral Study

		<p>allowed at the immediate vicinity of water bodies,</p> <ul style="list-style-type: none"> <li>• Restore historical water bodies through the involvement of local communities</li> <li>• Avoid obstruction of the historical irrigation network</li> <li>• Raise awareness of local communities on the importance of maintaining historic water systems</li> </ul>			
7	Revive and maintain natural water systems	<ul style="list-style-type: none"> <li>• Maintain existing drainage patterns and avoid obstruction to natural water movement</li> <li>• Maintain adequate soil porosity throughout the landscape</li> <li>• Stabilize steep slopes that drain into the water bodies to stop soil erosion and premature sedimentation</li> <li>• Develop vegetation and ground cover through watercourses to avoid erosion and siltation of water bodies</li> <li>• Limit the amount of nutrients reaching the water bodies to avoid the further eutrophication</li> <li>• Restrict land use that will increase soil erosion and sediments transport to the water body</li> <li>• Regulate waste and garbage dumping, especially those occurring close to water bodies</li> </ul>			HWHAMA, District administration, Irrigation, Public Works & Inland water ways Department, Minor Irrigation & Water shed department
8	Initiate measures for water security of the region	<ul style="list-style-type: none"> <li>• Exploitation of groundwater by any agency, both public and private, should be strictly regulated</li> <li>• Arrest depletion of ground water through planned recharging of aquifers</li> <li>• New developments shall necessarily incorporate water conservation and water recycling measures.</li> <li>• Water conservation mechanisms should be retrofitted in existing developments to the extent possible</li> <li>• Ensure the application of all national and state legislations and by-laws related to water without any dispensation for both public and private water bodies</li> </ul>			Ground water department, HWHAMA, District Administration
9	Ensure compatibility of Agricultural practices with heritage	<p>Measures include:</p> <ul style="list-style-type: none"> <li>• Anticipation of planned/potential archaeological excavation areas</li> <li>• Identify threats to historic linkages (visual and physical)</li> </ul>			Agriculture Department, HWHAMA, District Administration,

## Recommendations and suggested actions based on the Landscape Sectoral Study

	conservation	<ul style="list-style-type: none"> <li>• Agricultural use to be in consonance with heritage character of the precinct</li> </ul>			ASI, SDAM
10	Prevent scattered development in agricultural areas	Increased fragmentation due to non-compatible uses leads to fall in productivity, increased infrastructure provisioning costs and visual blight.			HWHAMA, Panchayats
11	Initiate sustainable agricultural practices	<p>Awareness programs with the farming community should</p> <ul style="list-style-type: none"> <li>• Highlight the advantages of sustainable practices</li> <li>• Highlight the risks towards water, land degradation and soil contamination</li> <li>• Highlight risks towards farmer's vulnerability and human health</li> </ul>			Agriculture department, HWHAMA
12	Remove all activities from Virupapuragadda and declare the island as a biodiversity reserve	<ul style="list-style-type: none"> <li>• Removal of shops, restaurants and accommodation facilities</li> <li>• Strict enforcement of riverfront development guidelines</li> <li>• Integration of archaeological remains with the main circuit</li> </ul>			HWHAMA, District Administration, Forest department
13	Connect open spaces as a landscape network	Ensure proposed developments do not fragment natural habitats, wildlife corridors and water courses			HWHAMA
14	Promote native biodiversity	<ul style="list-style-type: none"> <li>• Documentation of threatened species</li> <li>• Measures to re-introduce traditionally valued species</li> <li>• Control/eradicate invasive and exotic species</li> </ul>			HWHAMA, Forest department
15	Preserve visual quality	<ul style="list-style-type: none"> <li>• Forbid all kind of development in the hills areas and protect boulders from destructions; It is imperative to maintain the hills as non-buildable area, even for tourism and leisure purposes.</li> <li>• No quarrying activities in the Hampi WHS: This includes minerals, ores, rocks, sand, etc.</li> <li>• Protect the existing skyline by limiting the height of constructions for both old and new constructions and for both permanent and temporary structures.</li> <li>• Preserve the river edge and water bodies with a non constructible buffer zone: no construction shall</li> </ul>			HWHAMA & Respective line departments

## Recommendations and suggested actions based on the Landscape Sectoral Study

		<p>be allowed along the river banks and water bodies</p> <ul style="list-style-type: none"> <li>• Forbid constructions that will interfere with the historical visual linkages between monuments or precincts.</li> <li>• Integrate electrical lines, pylons and antennas so as to not disturb the view of heritage precincts</li> <li>• Street lighting and lighting of monuments and heritage places should be designed in a manner that enriches the visual appeal rather than as an exercise in powerful illumination, rendering them harsh and insensitive</li> <li>• Locate tourism amenities in a manner to minimize/reduce their visual impacts (scale and design shall be defined in order to limit their visual impacts)</li> </ul>			
16	Integrate landscape components in the process of heritage preservation	<p>Comprehensive approach will include:</p> <ul style="list-style-type: none"> <li>• Historic values by identifying the elements of historical significance and ensuring that their inherent value is restored</li> <li>• Socio-cultural values by making the monuments as part of the town and integrating heritage component with living areas</li> <li>• Ecological values by re-establishing the natural and man made processes or systems like hydrology, water systems, sacred grove, etc.</li> </ul>			HWHAMA
17	Plan new development in congruence with the environment	<p>Provide site specific locations earmarked for necessary urban development while protecting natural resources, such as rocky hillocks, water bodies, agricultural areas, visual corridors, etc.</p>			HWHAMA
18	Locate resettlement projects from a sustainable perspective	<p>Criteria to include:</p> <ul style="list-style-type: none"> <li>• Topography</li> <li>• Drainage</li> <li>• Connection to Heritage areas</li> <li>• Open spaces</li> <li>• Continuity with existing settlement</li> <li>• Urban Morphology</li> <li>• Visual quality</li> <li>• Socio-economic aspects</li> </ul>			HWHAMA, District Administration
19	Structure edge and boundaries	<p>Address and resolve conflicts that occur between:</p> <ul style="list-style-type: none"> <li>• Settlements and Agricultural lands</li> <li>• Heritage areas and agricultural</li> </ul>			HWHAMA

**Recommendations and suggested actions based on the Landscape Sectoral Study**

		lands • Settlements and heritage areas			
20	Plan and anticipate tourism movements	<ul style="list-style-type: none"> <li>• Anticipate and forecast tourist movement</li> <li>• Avoid conflict with local practices</li> <li>• Integrate site interpretation and historic linkages (both physical and visual)</li> <li>• Ensure tourism related activities and amenities respect vernacular traditions</li> <li>• Forecast long-term needs</li> </ul>			HWHAMA, ASI, SDAM, Tourism department
20	Preserve the area from waste dumping	<ul style="list-style-type: none"> <li>• Provide specific collection and management facilities across the region</li> <li>• Raise awareness of local communities and tourists</li> <li>• Use organic waste as nutrient for agriculture</li> </ul>			HWHAMA, Panchayats
21	Raise awareness on environment challenge	<p>Specific programs targeting</p> <ul style="list-style-type: none"> <li>• Local communities</li> <li>• Children</li> <li>• Tourism operators</li> <li>• Tourists</li> </ul>			HWHAMA

**HOUSING & REHABILITATION PLAN  
FOR  
HAMPI BAZAAR**

## **Report of Housing & Rehabilitation Plan for Hampi Bazaar**

- The Hon'ble High Court of Karnataka in W.P.No:29843/2009 (GM-PIL) has order to take initiative to remove illegal encroachments near Virupaksha temple impacting the integrity of the monuments at Hampi.
- Demolition of encroachments was taken up on 29-07-2011 and 30-07-2011. Joint survey of encroachers was conducted by ASI and HWHAMA and the list of 327 families was prepared and submitted to Hon'ble High Court. After resurvey 14 rehabilitants were included as per the directions of the Hon'ble High court.

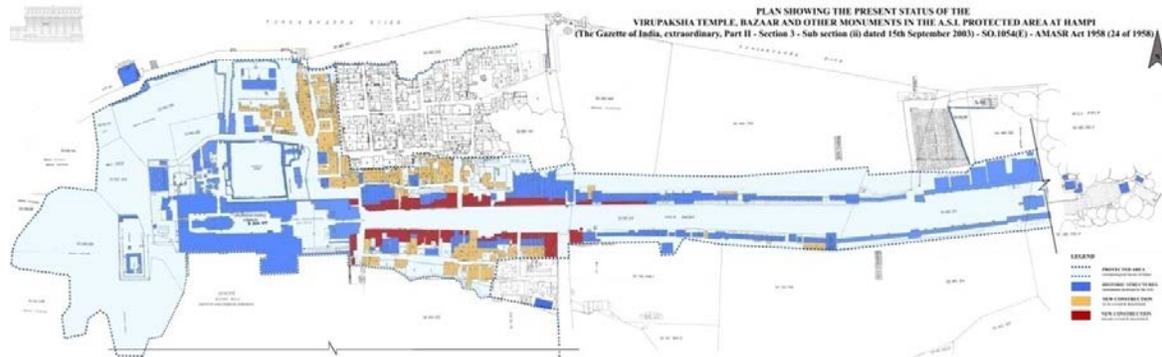
### **Rehabilitation programme by HWHAMA.**

The Govt. of Karnataka allotted 15.80 acres of Govt., land near Kaddirampura Village for rehabilitation purpose.

- 335 Nos plots measuring 6m x 9 m size have been allotted to rehabilitant and allotment letters are also issued.
- Out of Rs.1,30,000/- cash compensation (As per specified allocation in Government Urban Housing Guidelines) towards construction of buildings 1<sup>st</sup> installment of Rs.65,000/- each to the 305 rehabilitants were paid and after completion lintal level 2<sup>nd</sup> installment of Rs.65,000/- each paid to the 211 persons.
- Work entrusted to Nirmiti Kendra Bellary for providing infrastructure facilities at rehabilitation layout and work is nearing completion.
- As per directions of the Hon'ble High court 12 Kiosks were allotted to run the commercial activities of selling day today ritualistic wares.

Project cost	Funds released by		Total Funds received	Funds to be released by GOK
	ASI	State Govt., (Tourism)		
1787.39	89369500	50000000	139369500	39369500

**15.89 acres of un-Authorised occupation of Virupaksha Bazaar of the centrally protected monument area were removed as per court directions.**



**Removal of unauthorized encroachments in Hampi bazaar.**

Before 1857



After 2011











# Distribution of Sites & Allotment Letter to the rehabilitants



**Details of Encroachments and unauthorised constructions in the Centrally Protected Area with special reference to the Virupaksha Bazaar, Hampi, Hospet taluk, Ballari District. Redistribution of sites allotted on 29-12-2012 at Virupaksha temple complex.**

SL. NO.	H. No. (as per panchayat records) 314 List	Sy. NO.	OWNER NAME	Site allotted on 12-01-2012	Redistribution of Site allotted on 29-12-2012
1	129	31	AMBRAMMA	99	<b>238</b>
2	199	203	ANERAJA	10	<b>281</b>
3	261	167	ANUSUYAMMA	284	<b>262</b>
4	156	64 (63)	ANNAPURANA	180	<b>119</b>
5	45	100	ANNAPURANAMMA.G	95	<b>121</b>
6	39	108	APPAYYA.R	133	<b>285</b>
7	131	227	APPAYYA.V	148	<b>273</b>
8	169	67	IMMAMSAB	103	<b>221</b>
9	53	92	IMMAMSAB	173	<b>297</b>
10	159	64	ERAMMA	281	<b>282</b>
11	36	112	UTANGI BASAPPA (GANGAMMA)	176	<b>191</b>
12	204	521	UPPAR PAMPAPATHI	153	<b>170</b>
13	144	51	UMAPATHI	165	<b>169</b>
14	175		URAMMA	8	<b>267</b>
15	142	49	ELAMMA	278	<b>88</b>
16	219	198	ELAMMA.B	218	<b>125</b>
17	95	72	KAMPLI PRABHUSWAMY (ERAMMA)	230	<b>76</b>
18	85	76	KAMPLI BHAGAPPA	83	<b>209</b>
19	50	94	KADURU MAREPPA	159	<b>245</b>
20	100	5	KAMALAMMA	198	<b>161</b>
21	105	15	KRISIDDASWAMY MATH (ANDAPPA)	248	<b>264</b>
22	31	116	KARIMA BEE (WAHIDA BEGAUM)	237	<b>182</b>
23	198	203	KALAVATHI	25	<b>212</b>
24	63	83	KANCHANAMMA	245	<b>290</b>
25	147	55, 56	KASIMBEE	9	<b>261</b>

26	48	97	KASIMSAB	193	<b>193</b>
27	163	65	KALI	23	<b>275</b>
28	101	8	KALIKADEVI TEMPLE	167	
29	69	81	KUMAR	66	<b>202</b>
30	309		KUMARAPPA	286	<b>307</b>
31	194	196	KRISHNAM RAJU (ILANGO)	72	<b>150</b>
32	212	204	KOTTURUSWAMY MATH	1	
33	143	50	KOTRESH MANEGAR	81	<b>237</b>
34	162	65	KHAJA HUSSAIN	91	<b>246</b>
35	112	18	GANGAVATHI VENKOBANNA CHATRA	21	<b>166</b>
36	268	174	GANGUBAI.R.S	300	<b>289</b>
37	168	66	GAVIYAPPA SHRIKANTAPPA T.T.GUTTI	320	<b>316</b>
38	259	165/C	GAYATHRI	110	<b>181</b>
39	60	86	GALEPPA	56	<b>249</b>
40	141	48	GUNNI PAMPA	163	<b>190</b>
41	308	13	GUTALKERI BASAPPA ANGADI	30	<b>321</b>
42	5	145	GUTTI.T.T (G.SHRIKANTAPPA, G.CHANDRASHEKHAR)	90	<b>306</b>
43	6	144	GUTTI.T.T (G.GAVIYAPP, T.T.GUTTI)	113	<b>173</b>
44	293	125	GOVIND.M. S/O.BHIMAPPA	313	<b>89</b>
45	279	180	GOVIND RAJU	16	<b>94</b>
46		175	GOVINDRAM SINGH.R S/O.RAJARAM SINGH	330	<b>172</b>
47	255	163	GOUDR PHAKIRAPPA	282	<b>232</b>
48	27	120	GOURAMMA	185	<b>228</b>
49	244	408	CHINAPPA RAJU (SHANKARAMMA)	102	<b>220</b>
50	58	88	CHENNA BASANGOUDA	207	<b>174</b>
51	155	64 (63)	JAGADAMMA	274	<b>208</b>
52	25	123	JUTURU CHANDRAPPA (JAIRAM SINGH)	152	<b>292</b>
53	75	80	TALVAR GALAPPA	55	<b>213</b>
54	116	22, 23	TALVAR GALAPPA	178	<b>277</b>

55	115	21	TALVAR SHIVARAM	121	<b>300</b>
56	72	80	TALVAR HANUMANTHAPPA	35	<b>203</b>
57	208	197	TAYAMMA	267	<b>268</b>
58	172		TAWARA NAIK (RATNA NAIK)	24	<b>253</b>
59	38	109	THIPPANNA	124	<b>195</b>
60	47	98	THIPESWAMY	188	<b>310</b>
61	301	4	THIPESWAMY.S/O OBAREDDY	57	<b>87</b>
62	33	114	THIMMAPPA	304	<b>118</b>
63	132	33	DASAPPA	290	<b>180</b>
64	206	201	DURGAPPA (NAGENDRA)	299	<b>153</b>
65	161	65	DEVANNA	146	<b>259</b>
66	228	190/C	DEVAMMA.B (GANGAMMA)	147	<b>229</b>
67	266	169.11	DEVARAJ.S	104	<b>134</b>
68	241	406	DODDA NAGESH B	260	<b>298</b>
69	91	73	NARASAMMA	314	<b>318</b>
70	225	191	NARSINGH BAN SINGH.R.G.	54	<b>48</b>
71	49	96, 95	NAGAMMA	224	<b>101</b>
72	138	45	NAGARATNAMMA	289	<b>217</b>
73	218	238	NAGARATNAMMA.N.G	220	<b>164</b>
74	298		NAGARAJ SHETTY S/O.NARAYAN SHETTY	279	<b>223</b>
75	264	170/A	NAGARAJ.R.V.	204	<b>127</b>
76	98	4	NAGARAJ.I	85	<b>175</b>
77	304		NAGARAJ.D	37	<b>187</b>
78	86	76	NAGAVENI	265	<b>241</b>
79	121	215	NAGENDRA.V	160	<b>152</b>
80	135	42	NAGESH	127	<b>270</b>
81	299	520	NAGESH.H. S/O.BASAPPA	150	<b>133</b>
82	187	210	NIRMALA.V	308	<b>90</b>
83	290		NIRMALA W/O SHIVARAM	261	<b>171</b>
84	130	32	NEELAKANTAYYA.B.M (CHANDRASHEKARYYA.B.M)	318	<b>320</b>

85	55	90	NEELAMMA	243	<b>295</b>
86	104	13	PANDARINATH GOURIBAI (LINGA MURTY)	13	<b>284</b>
87	164	65	PAMPA	228	<b>162</b>
88	137	44	PAMPAPATHI	315	<b>167</b>
89	117	24	PAMPAPATHI.U	199	<b>271</b>
90	1	147	PATIKONDA VENKANNA SHETTY (B.RAGHAVENDARA)	20	<b>198</b>
91	242	407.11	PADMAVATHI.S	129	<b>129</b>
92		183	PARBRAHAMMAI S/O GURUPAYYA	167	<b>160</b>
93	23	132	PARAMESHI	140	<b>303</b>
94	22	132	PARAMESHI	187	<b>266</b>
95	124	28	PARAMESHI.B (RENUKAMMA)	186	<b>178</b>
96	185	208 A	PARAMESHWARA.B	5	<b>274</b>
97	234	403	PARAMESHWARAPPA.P	58	<b>91</b>
98	15	135	PARAMESHWARAPPA.G	17	<b>240</b>
99	189	374	PRASHURAM SINGH.R.J	130	<b>156</b>
100	236	338	PANDURANGA NARAGUND	76	<b>294</b>
101	79	77	PARK LINGAPPA	68	<b>205</b>
102	151	60	PARVATHI	88	<b>163</b>
103	28	120	PIRAMMA	192	<b>199</b>
104	171	69	PIRUSAB	11	<b>65</b>
105	19	133	PRATHAP SINGH.M	210	<b>236</b>
106	224	192	BANDEPPA.B (HULIGEMMA)	298	<b>317</b>
107	250	553	BASAMMA	4	<b>276</b>
108	42	102	BASAVANGOUDA (M.NAGRAJ GOUDA)	175	<b>100</b>
109	289	128	BASAVARAJ.A S/O SIDDALINGAPPA	241	<b>305</b>
110	186	209	BASAVARAJ.V	48	<b>185</b>
111	205	201	BALLARI VIRAPPA, DEVANNA (SANNA DEVAPPA)	145	<b>184</b>

112	7	149	BUKKASAGRA KRISIDDESHWAR MATH (KENCHAN GOUDA)	275	<b>254</b>
113	30	117	BUDANN SAB	79	<b>168</b>
114	216	232/A	BURALI ANAND	168	<b>309</b>
115	146	53, 54	BHARAMMAPPA	189	<b>252</b>
116	64	82	BHAGYAMMA	162	<b>151</b>
117	32	115	BHIMANAGOUDA.G	73	<b>314</b>
118	89	75	BHIMAPPA	216	<b>251</b>
119	258	165/B	BHUVANESHWARI.B	273	<b>255</b>
120	145	52	MANGAMMA	312	<b>194</b>
121	70	81	MANGAMMA	322	<b>196</b>
122	139	46	MAKTUMBEE	136	<b>126</b>
123	26	121	MADDI PAMPA	211	<b>272</b>
124	29	119	MARIYYAMMA	221	<b>263</b>
125	82	77	MARISWAMY	236	<b>234</b>
126	239	327	MALLAYYA	238	<b>207</b>
127	94	73	MALIKARJUNA	70	<b>216</b>
128	83	77	MALIKARJUNAPPA	82	<b>301</b>
129	2	147	MALLIGI - P.SUBRAMANI SHETTY	155	<b>293</b>
130	74	80	MALESH	151	<b>96</b>
131	257	165/A	MAHALAKSHMI.Y	310	<b>188</b>
132	54	91	MALASHRI (SHIVARAJ KUMAR.M)	297	<b>98</b>
133	276	185	MUKKANNA.V (PARVATHAMMA)	177	<b>93</b>
134	152	61	MUNIYAMMA	247	<b>179</b>
135	149	57	MUKAPPA	268	<b>265</b>
136	240	405	MEHABUB SAB (KHAJA B)	166	<b>211</b>
137	148	63	MOREGERE VERESHAPPA (M.RATNA)	232	<b>247</b>
138	80	77	MOHIDDIN SAB	184	<b>122</b>

139	88	75	YANKAPPA	201	<b>299</b>
140	46	99	YERISWAMY	80	<b>200</b>
141	140	47	RANGAPPA	100	<b>158</b>
142	265	170/B	RAGHUVVEER RAJ.R.V	307	<b>315</b>
143	87	76	RATNAMMA	44	<b>214</b>
144	59	87	RATNAMMA	92	<b>131</b>
145	243	407	RAMESH NAIK	195	<b>157</b>
146	34	114	RAVI KULKARNI	122	<b>177</b>
147	160	64	RAVI KUMAR.T	231	<b>149</b>
148	294	123	RAJARAM SHARM S/O MANGALLILAL	292	<b>288</b>
149	233	187	RAJESH.V	126	<b>286</b>
150	20	150	RADHAKRISHAN SINGH	316	<b>313</b>
151	193	195 D2	RAMCHANDRA	246	<b>165</b>
152	136	43	RAMANNA	108	<b>192</b>
153	66	81	RAMASWAMY	293	<b>230</b>
154	166	65	RUDRAMMA	14	<b>256</b>
155	300		RUDRASWAMY.K.M. S/O VEERAYYA	215	<b>312</b>
156	127	30	LAKSHMANA	142	<b>319</b>
157	167	65	LAKSHMAMMA	227	<b>219</b>
158	73	80	LAKSHMAMMA	277	<b>239</b>
159	173		LAKSHMAMMA	94	<b>189</b>
160	153	62	LAKSHMAMMA.V	214	<b>231</b>
161	4	146	LAKSHMI NARAYANA SHETTY T	120	<b>92</b>
162	90	74	LAKSHMI BAI	258	<b>155</b>
163		65	LALITH BAI W/O GALU NAIK	327	<b>186</b>
164	254	162	LILAVATHI G	112	<b>176</b>
165	222	239.11	LOKESH.B	139	<b>257</b>
166	246	234.11	VIJAY KUMAR	287	<b>226</b>

167	232	188	VEERABHADRASWAMY MANTAPA	212	
168	76	79	VERUPAKSHAPPA	117	<b>283</b>
169	248	416	VERUPAKSHAPPA.B	50	<b>308</b>
170	235	404	VERANJANEYALU	46	<b>128</b>
171	297	536	VERESHI S/O MUSLAPPA	69	<b>210</b>
172		173/B	VENKATRAJU.A S/O ANTHRAJU	325	<b>159</b>
173	190	374	VENKATRAJU.P	123	<b>278</b>
174	195	195 B	VENKATRAJU.P	161	<b>302</b>
175	283	137	VENKATESH S/O KRISHNAMURTY	43	<b>222</b>
176	263	169	VENKANNA GOUDA.G	200	<b>183</b>
177	126	29	VENKAMMA.B	271	<b>215</b>
178	106	16	VENKOBANNA SHETTY TRUST (KAMPLI VENKANNA SHETTY) (HANUMANTHAPPA)	34	<b>287</b>
179	170	68	SHANKARAPPA(GOPINATH)	33	<b>197</b>
180	99	5	SHANKARACHARYA TEMPLE	65	
181	56	89	SHARANABASAPPA.G	141	<b>130</b>
182	274	161	SHARDAMMA.C.S	3	<b>243</b>
183	44	103. 104	SHIVAYYA.H.M	22	<b>227</b>
184	52	92	SHIVARAM	134	<b>102</b>
185	41	106	SHIVARAMAPPA	74	<b>248</b>
186	200	203	SHRI.GURU VIDYARANYA MATH	45	
187	256	164	SHRI.BHUVANESHWARI VYAVASAYA SEVA SAHKARI SANGHA BANK	2	<b>258</b>
188	211	242.3	SHRI.SIVANNAD PARAMHAMSA YOGA SIDDASHRAMA	303	
189	253	161.11	SRINIVAS RAJU	276	<b>244</b>
190	179	231	SRIPAD RAO	233	<b>103</b>
191	40	107	SHANMUKHAPPA	251	<b>279</b>
192	201	204	SANGAYYA SWAMY.K.M	266	<b>280</b>

193	150	58, 59	SANNA PAMPA	301	<b>97</b>
194	51	93	SANNA HULIGEPPA	154	<b>291</b>
195	262	168	SATYANARAYANACHAR	239	<b>204</b>
196	238	341	SAROJA.L	208	<b>250</b>
197	77	79	SAROJA.M	181	<b>218</b>
198	92	73	SALAMMA	119	<b>99</b>
199	280	180	SITAMMA	321	<b>95</b>
200	269	174.11	SITARAM SINGH.R	28	<b>296</b>
201	158	64	SUNKANNA	38	<b>206</b>
202	273	179	SUKANYA.H	131	<b>132</b>
203	209	202	SOMLA NAIK (PEER BAI)	179	<b>242</b>
204	84	77	HAMPAMMA	259	<b>124</b>
205	17	134	HANUMANTHAPPA	209	<b>311</b>
206	157	64 (63)	HANUMAKKA (RAMANJANI)	174	<b>260</b>
207	123	228	HANUMAKKA.V (SHIVARAM.V)	109	<b>120</b>
208	196	H	HANUMNAIK.L	223	<b>224</b>
209	154	64 (63)	HARIJAN LAKSHAMMA	182	<b>269</b>
210	134	41	HANUMAN SINGH	87	<b>123</b>
211	227	192	HULIGEMMA.B	172	<b>154</b>
212	57	89	HULUGPPA	197	<b>201</b>
213	62	84	HUSSAIN SAB	116	<b>304</b>
214	71	81	HUSSAIN SAB	12	<b>235</b>
215	81	77	HUSSAIN SAB	75	<b>233</b>
216	174		HONNURAMMA	169	<b>225</b>
217	10		AMBUBAI.R	<b>41</b>	<b>66, 67</b>
218	12	150	AMBUBAI.R	<b>101</b>	

219		190/E	SOMESH S/O VEERABHADRAPPA	<b>324</b>	<b>68, 69</b>
220	226	193/A	GANGAMMA.B	<b>183</b>	
221	310	223	KISHOR SINGH	<b>288</b>	<b>31, 32</b>
222	21	132	SHIVARAM SINGH.M	<b>235</b>	
223	207	194 A	CHINNAPPA.V	<b>26</b>	<b>59, 60</b>
224	213	194.1	CHINNAPPA.V	<b>205</b>	
225	102	9	TRILOK NATH.B	<b>309</b>	<b>81, 82</b>
226	215	240.1	TRILOK NATH	<b>229</b>	
227	43	105	AMBUJAMMA	<b>52</b>	<b>141, 142</b>
228	120	214	RAMCHANDRAPPA (AMBUJAMMA)	<b>254</b>	
229	284		NAGARATNAMMA.N.G	<b>128</b>	<b>61, 62</b>
230	118	25	AKKAMMA.P.R	<b>59</b>	
231	220	199	NARAYANAMMA.Y	<b>105</b>	<b>77, 78</b>
232	302	5	NARAYANAMMA.Y	<b>203</b>	
233	287	129	PARVATHI W/O BANADARAM	<b>253</b>	<b>135, 136</b>
234	251	339.1	PARVATAMMA	<b>317</b>	
235	119	26	PRAKSHAMMA.H.S	<b>257</b>	<b>104, 105</b>
236	122	222	PRAKSHAMMA.H.S	<b>222</b>	
237	286	136	GUTAL NAGRAJ	<b>171</b>	139, 140

238	35	113	SHIVAPPA	<b>256</b>	
239	3	147	VENKATRAMANI DAS.R	<b>93</b>	79, 80
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**Details of Encroachments and unauthorised constructions in the Centrally Protected Area with special reference to the Virupaksha Bazaar, Hampi, Hospet taluk, Ballari District. for Leftout rehabilitants sites allotted on 18-02-2014 at HWHAMA Office**

SL. NO.	H. No. (as per panchayat records) 314 List	Sy. NO.	OWNER NAME	Site allotted on 18-02-2014
328	-	109	ANJANEYA SWAMY.A S/O MARISWAMY.A	<b>322</b>
329	-	109	SITAMMA W/O NARAYAN NAIK	<b>323</b>
330	-	109	LAKSHMI W/O OBLESH	<b>324</b>
331	-	109	SHANTIBAI W/O LAKSHMAN NAIK	<b>325</b>
332	-	109	HARIJANA ELAMMA W/O RAMANJANI	<b>326</b>
333	-	109	MANJUNATH S/O ANNAYYA	<b>327</b>
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## Formation of Layout for Rehabilitation



## Hampi Bazaar Rehabilitation Colony



**As per directives of the Hon'ble High court 12 Kiosks were made available to distrubed stakeholders of there commercial activities of selling day today ritualistic wares.**



## **Alternate place for commercial activities**

The survey numbers 106/HI/2, 106/HI/3 & 109/A of Mallapanagudi village to the extent of 8.98 acres identified by involving displaced people, local Representatives, and ASI. Government of Karnataka with in the ambit of law changed the land use and approved the layout provided by them for their commercial rehabilitation.



## Recommendations and suggested actions based on the Housing & Rehabilitation plan

Sl. No	Sector	Issue	Recommendation	Project Cost	Agency responsible for implementation	Action taken
1	<b>Housing &amp; Rehabilitation</b>	Housing	Low cost housing model to be developed incorporating the architectural guidelines of Master Plan and developing a layout		HWHAMA, Housing board, Zilla Panchayat	House models developed for housing the rehabilitation of Hampi village
			New housing layouts to be developed for growing needs of villages		HWHAMA, Housing board, Zilla Panchayat	To be developed under PPP scheme
		Rehabilitation	Hampi Bazaar	1787.39	HWHAMA	As per Hon'ble High court directions 335 rehabilitants rehabilitated at rehabilitation site near Kaddirampura village.
2			Rehabilitation proposal for Prakash Nagar, Ramanagara (Malyavanta Cross), Anegundi Archaeological site & South gate, Virupapuragaddi,		HWHAMA, Housing board, Zilla Panchayat	Plan to be prepared & funds to be release by Government

**CULTURAL IMPACT ASSESSMENT  
OF  
PROPOSED BRIDGE**

**Recommendations and suggested actions based on the Cultural Impact Assessment of proposed bridge**

The Cultural Impact Assessment of the proposed bridge at Bukkasagara was initiated by the KRDC on 04 July 2012 and completed on 15 October 2012. Following is a compilation of the recommendations made at the conclusion of the study. The recommendations are followed by a list of elaborations where relevant and the agency responsible for implementation. Each set of recommendations has been accorded a priority based on the criticality of the intervention.

#	Component	Concern	Implication	Project Cost	Agency Responsible for implementation	Remarks
1	Core, Buffer and Peripheral Zones	The proposed bridge is located within the buffer zone of the World Heritage Site while the approach road proposed for widening along the left bank of the river is exactly along the line that demarcates the core-buffer zones.	<ul style="list-style-type: none"> <li>- While the construction of the new bridge is outside the core zone, its proximity with the same requires careful attention.</li> <li>- A physical marking was done on the site and the distance of the junction, approach road and causeway was physically checked and approved by all the concerned agencies on the 07.09.2012.</li> </ul>		HWHAMA	Concerned stakeholders (HWHAMA, Gram Panchayats) should confirm the feasibility to widen the approach road that demarcates the core and buffer zone on the left bank of the river.
2	The Ancient Monuments and Archaeological Remains and Sites Act, 2010	- A zone of 100 meters around protected monuments is declared as 'prohibited' and further 200 meters as 'regulated' for purposes of both construction and reconstruction	<ul style="list-style-type: none"> <li>- The Outer Fortification Walls of Anegundi royal settlement is located along the approach road on the left side of the river.</li> <li>- The Hirya Canal is crossing the approach road at Bukkasagara Junction</li> </ul>		HWHAMA, ASI, DAM	<ul style="list-style-type: none"> <li>- State DAM should confirm the status of protection boundaries of 100m and further 200 m with respect to fortification wall, ancient canal, and Pre-Vijayanagara Sites</li> <li>- The concerned agencies should confirm the status of protection boundaries with regard to road Widening</li> </ul>
3	Hampi Master Plan – Development Regulations	The Hampi Master Plan defines the existing and proposed land use as well as			HWHAMA	

**Recommendations and suggested actions based on the Cultural Impact Assessment of proposed bridge**

		the development regulations applicable within the Hampi World Heritage Area	While the area is mainly under agricultural land use, development regulations should be strictly applied to prevent unregulated changes of land use and spread of residential, commercial, industrial or touristic activities along the approach road and towards the bridge.			<ul style="list-style-type: none"> <li>- Changes of land use should be strictly controlled as per the development regulations. HWHAMA should enforce the development regulations to prevent scattered development.</li> <li>- The concerned agencies should strictly enforce the ban on quarrying activities</li> <li>- The HWHAMA has to integrate the concerns raised by the Gram Panchayats, if any, before giving the approval of the project.</li> </ul>
4	Junction improvement at Kadebagilu	Junction improvement that may compromise the existing distinct sense of space combining built and natural features	Spatial patterns specific of the area should be integrated with the proposed design by creating a node and waiting space that respond to local needs and cultural characteristics		HWHAMA, ASI, DAM	Concerned agencies (ASI, DAM, HWHAMA) should clarify whether the junction improvement is impacted by the “100 meters” and “300 meters” regulations around monuments.
5	Junction improvement at Kadebagilu	Fortification wall and Kadebagilu Gate located at close proximity to the proposed junction improvement	Proximity to the outer wall fortification and the ancient gateway named Kadebagilu has to be addressed by the proposal		HWHAMA, ASI, DAM	Concerned agencies (ASI, DAM, HWHAMA) should clarify whether the junction improvement is impacted by the “100 meters” and “300 meters” regulations around monuments.
6	Junction improvement at Kadebagilu	Two canals are running north-west to south east on both sides of the junction.	Conservation and maintenance of the canals to be addressed before commencement of construction work		HWHAMA, ASI, DAM, KRDC	<ul style="list-style-type: none"> <li>- Concerned agencies (ASI, DAM, HWHAMA) to clarify their antiquity</li> <li>- Executing agency to clarify how canals will be addressed/ integrated in the proposal</li> <li>-HWHAMA/ASI/DAM to approve the same</li> </ul>

**Recommendations and suggested actions based on the Cultural Impact Assessment of proposed bridge**

7	Junction improvement at Kadabagilu	Evidences of an old settlement dating from the third millennium BCE across the high outcrop on the hill south of the junction	These should be reflected in the development proposal by precise marking and documentation before undertaking the work and ensuring evidences are not compromised			ASI / DAM to clarify whether further research and/or excavations will be affected by junction improvement and road widening
8	Approach Road (Existing Section)	Remains of fortification wall are seen on the hill along the road (Outer Wall of the Old Settlement of Anegundi)	Clarification on the legal framework applicable for road widening		HWHAMA, ASI, DAM, KRDC	ASI/DAM to clarify the legal framework for road widening and the extent of the 100m and 300m buffer zones around the wall through precise documentation and marking on site.
9	Approach Road (Existing Section)	Two canals are running north-west to south east on both sides of the junction.	Conservation and maintenance of the canals to be addressed before commencement of construction works		HWHAMA, ASI, DAM, KRDC	<ul style="list-style-type: none"> <li>- Concerned agencies (ASI, DAM, HWHAMA) to clarify their antiquity</li> <li>- Executing agency to clarify how canals will be addressed / integrated</li> <li>- The concerned agencies HWHAMA/ASI/DAM to approve the same</li> </ul>
10	Approach Road (Existing Section)	A sacred Banyan tree being worshipped by local communities is located on the south side of the road, along the foothills	- Preservation of the sacred space and access to the same to be ensured during and after construction work		HWHAMA	- HWHAMA should ensure measures to protect the sacred space and access to the local community
11	Approach Road (New Alignment)	Lower stretch of the approach road on the left bank does not follow existing road alignment. A new alignment was initially proposed	Due to the impacts on natural heritage, an alternative for the road alignment was proposed going around the hillock. The alternative road alignment ensures that no boulders formations will be		HWHAMA, ASI, DAM, KRDC	The location of the alternative road alignment was approved by all the stakeholders present in the meeting held at KRCL on 31.08.2012.

**Recommendations and suggested actions based on the Cultural Impact Assessment of proposed bridge**

		across the boulders. The initial proposal entails clearing a substantial portion of boulders across the hillside which will undoubtedly have a marked physical and visual impact on the landscape.	disturbed for the purpose of the project.			
12	Causeway (left bank of the river)	- The connecting road and the resultant causeway will bifurcate the stretch of the riverbank.	- Agricultural fields and non-motorized movements will be affected - Detention of water during monsoon along the bank and its impacts on agriculture/vegetation needs careful consideration		KRDCL	Options for under-pass connectivity to allow the crossing of the causeway for farmers should be carefully considered by the consultant III E as instructed by KRDCL
13	Causeway (left bank of the river)	The river bank is used for agricultural land with good soil fertility	Care and measures should be taken to maintain soil fertility along the river bank		KRDCL	The executing agency should clarify measures to preserve soil fertility
14	Proposed Bridge	The bridge is a horizontal structure with no pylons / masts protruding into the skyline.	- The visual impact on the immediate surrounding is not obtrusive - The bridge should not be treated with bright colors / textures - No space for hoardings / banners should be allowed to ensure future additions are negated / remains un-obtrusive - The safety railing will be most visible from outside and should be treated using grey/ brown shades of paint only.		HWHAMA, KRDCL	- The executing agency should clarify surface finishes proposed including material, color, texture, etc. - The concerned agency (HWHAMA) should verify and approve the surface finishes and ensure no spaces for hoardings / banners are allowed. - Pedestrian footpath shall be integrated on both sides of the bridges by the Consultant III E. - Recommendations for suitable design of the parapet wall have been proposed by Integrated Design and shall be

**Recommendations and suggested actions based on the Cultural Impact Assessment of proposed bridge**

						integrated by the executing agency.
15	Causeway (Right bank of the river)	- The connecting road and the resultant causeway will bifurcate the stretch of the riverbank.	- Agricultural fields and non-motorized movements will be affected - The detention of water during monsoon along the bank and its impacts on agriculture/vegetation needs careful consideration		KRDCL	- Options for under-pass connectivity to allow the crossing of the causeway for farmers should be carefully considered by the consultant IIE and proposed to the KRDCL
16	Causeway (Right bank of the river)	The river bank is used for agricultural land with good soil fertility	Care and measures should be taken to maintain soil fertility along the river bank		KRDCL	The executing agency should clarify measures to preserve soil fertility
17	Approach Road (Quarries Section)	- The first part of the approach road passes through a severely damaged landscape, which has been ravaged due to heavy quarrying. The extent of devastation is so severe that the proposed approach road would not be seen as a negative intervention in the landscape - both visually as well as physically	Opening up what was hitherto a 'backyard' through the approach road and proposed bridge can exert both positive and negative influence on this particular stretch. High visibility can mean reduced illegal mining. On the contrary, increased and all-weather access can also enable increased scale and pace of destruction due to mining		HWHAMA	- The concerned agencies should strictly enforce the legal ban on quarrying activities to prevent irremediable damages on the landscape. - Recommendations for landscape rejuvenation are proposed by INTEGRATED DESIGN as part of the Cultural Impact Assessment and should be implemented by the concerned agencies.
18	Approach Road (Wild Section)	The approach road identified for widening for a stretch of 1300m passes through a relatively wild landscape lined with boulders and agricultural	Construction of the bridge itself as well as activities associated with road widening is bound to disturb the landscape. Due recognition of the possible impacts will likely help mitigate or control the extent of		KRDCL	- The executing agency should clarify the measures to be undertaken to preserve landscape along the road widening, specially during construction - The concerned agency HWHAMA should

**Recommendations and suggested actions based on the Cultural Impact Assessment of proposed bridge**

		fields across a rolling terrain.	disturbance.			ensure the natural landscape is not disturbed due to road widening
19	Junction improvement at Bukkasagara	Residential, religious, agricultural and fortification sites from Vijayanagara Period have been identified by the Vijayanagara Metropolitan Survey Team	The improvement of the junction should not compromise any historic evidences, if any, nor limit the possibility for future excavations.		HWHAMA, ASI, DAM, KRDC	The concerned agencies (ASI/DAM/HWHAMA) should clarify whether the junction improvement falls under the protection boundaries of such historic sites.
20	Junction improvement at Bukkasagara	The historic canal HiriyaKaluve linking west of Hampi to Bukkasagara through the irrigated valley, is running across the road junction.	A comprehensive conservation and maintenance program should be evolved before taking up the work of the road.		HWHAMA, ASI, DAM, KRDC	<ul style="list-style-type: none"> <li>- Executing agency should clarify how the canal will be integrated</li> <li>- ASI/DAM/HWHAMA should approve the measures proposed for the conservation and maintenance of the historic canal.</li> </ul>
21	Accessibility and Connectivity	<ul style="list-style-type: none"> <li>- The proposed bridge will improve connectivity and mobility within the Hampi WHS through an intermediate crossing across the Tungabhadra River. .</li> <li>- The increased connectivity will also entail heavy traffic movement close to the core zone.</li> </ul>	While it will address the needs of immediate surrounding settlements, heavy traffic across the core protected area should be prevented		HWHAMA	The concerned authority (HWHAMA) should ensure traffic regulations are conceived and implemented to prevent heavy vehicles from crossing the core zone, especially towards the Vitthala complex on the Kamalapura-Venkatapure road while ensuring farmers' access to their fields.

**Recommendations and suggested actions based on the Cultural Impact Assessment of proposed bridge**

22	Accessibility and Connectivity	The road connectivity across the quarries may increase quarrying activities due to easy access for trucks and machinery.	It is extremely critical that quarrying activities are strictly controlled and monitored to prevent further and irreparable damages on natural landscape		HWHAMA	The concerned agencies should strictly enforce the ban on quarrying activities.
23	Changes in Land use patterns	The increase of traffic may generate change on land use patterns along the approach road and before the bridge if the development regulations are not strictly applied.	Dispersion of development and the spread of commercial activities along the road will compromise the overall site integrity by generating pollution and fragmenting the landscape		HWHAMA	<ul style="list-style-type: none"> <li>- The concerned agencies should ensure future development and commercial activities happen only in the continuity of the existing settlement. Land use along the approach road should not be allowed to change to anything other than the existing agricultural land us</li> <li>- The concerned agencies should strictly enforce the legal ban on quarrying activities and ensure the landscape is rejuvenated to prevent further and irremediable damages on natural landscape.</li> <li>- The concerned agencies should prevent the spread of commercial activities, especially at the different junctions and near future bus stops.</li> </ul>
24	Visual impacts		Provided the conditions that the proposed bridge is not treated with bright colors/textures and that any spaces for holding and banners are allowed,		HWHAMA, ASI, DAM, KRDC	

**Recommendations and suggested actions based on the Cultural Impact Assessment of proposed bridge**

			<p>it does not present any major visual impacts at the macro-scale level.</p>			<ul style="list-style-type: none"> <li>- The executing agency should clarify surface finishes proposed including material, color, texture, etc.</li>   <li>- The concerned agency (HWHAMA) should verify and approve the surface finishes and ensure any spaces for holding, banners are allowed.</li> </ul>
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**Government of Karnataka**

**DISASTER MANAGEMENT PLAN  
FOR  
HAMPI WORLD HERITAGE AREA  
(SUMMARISED VERSION)  
2014**

**HAMPI WORLD HERITAGE AREA MANAGEMENT AUTHORITY**

Prepared by  
**CENTER FOR DISASTER MANAGEMENT  
ADMINISTRATIVE TRAINING INSTITUTE, MYSURU**

## ABBREVIATIONS

ASI	Archeological Survey of India
ATI	Administrative Training Institute
CBO	Community Based Organization
CDM	Centre for Disaster Management
DC	Deputy Commissioner
DAM	Department of Archaeology and Museums
DDMA	The District Disaster Management Authority
DEOC	District Emergency Operation Centre
DM	Disaster Management
DRR	Disaster Risk Reduction
ESF	Emergency Support Functions
GIS	Geographical Information Systems
GO	Government Order
GoK	Government of Karnataka
GP	Gram Panchayat
HWHAMA	Hampi World Heritage Area Management Authority
IRS	Incident Response System
IT	Information Technology
KSDMA	Karnataka State Disaster Management Authority
NCC	National Cadet Corps
NDMA	National Disaster Management Authority
NGO	Non-Governmental Organisation
NREGA	National Rural Employment Guarantee Act
NSS	National Service Scheme
NYKS	Nehru Yuva Kendra Sangathan
PRI	Panchayati Raj Institution
PWD	Public Works Department
SCMC	State Crisis Management Committee
SDMA	State Disaster Management Authority
SDRF	The State Disaster Response Force
SEC	State Executive Committee
SEOC	State Emergency Operation Centers
SOP	Standard Operating Procedures

Government of Karnataka



**V. Rashmi, IAS.,**  
Director General  
Administrative Training Institute, Mysore

## Foreword

The Centre for Disaster Management was set up at ATI Mysore in 2001 with the mandate of training and capacity building of Officers of the State Government in the area of disaster management. The Centre is providing professional support in the preparation of disaster management plans for schools, Hospitals, Organisations, Taluk, District and the State. We are indeed happy to be associated with the preparation of Disaster Management Plan for Hampi World Heritage Area Management Authority. The Plan has been prepared based on survey, guidelines of NDMA, SDMP, DM Act-2005 and based on the review of various reports of HWHAMA. The Plan covers key areas of Disaster Management namely HRVC Analysis, framework for disaster management, Incident Response System. Institutional mechanism, Preparedness, Prevention, Mitigation, Response, SoPs for Officials including the contact addresses of the resources required for managing disasters in Hampi.

Disaster management requires a different set of skills and knowledge. The officers and functionaries working in HWHAMA, ASI, DAM, Government departments, PRIs, ULBs, NGOs, Private Sector, Community and other agencies need to develop multidisciplinary skills and knowledge in the areas of disaster management.

It is hoped that the Plan would serve as a guide and performance aid to the District Administration, HWHAMA, DAM, and the state Government to take up preparedness, prevention, mitigation and response measures. The main aim of the Plan is to reduce the risks being caused due to various disasters in the Hampi Heritage Area.

I would like to acknowledge the contributions of Dr Ashok Sanganal, Senior Faculty ATI and Dr J R Paramesha, Faculty of the Centre for Disaster Management, ATI for their efforts in preparing and compiling this plan. Feedback on the report is welcome and we hope to improve the report through wider discussions and feedback. Thanks are due to the HWHAMA for entrusting this work to CDM, ATI, Mysore and look forward to extending further support in future.

Date: 01/12/2014

Place: Mysuru

**(V Rashmi)**

## Acknowledgment

The Plan has been prepared under the constant guidance of V Rashmi, IAS, Director General, ATI Mysore. Thanks are due to the HWHAMA who have entrusted this work to CDM ATI Mysore and also for providing necessary support during the survey and field visits. We also extend our thanks to the Officers of Departments of ASI, DAM, HWHAMA, Fire Services, Homeguards, Police, PRIs, PWD, Irrigation, TBDA who had participated in the workshop deliberations.

Dr. Ashok Sanganal  
Centre for Disaster Management, ATI Mysore

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# Chapter 1

## INTRODUCTION

### 1.1 Context

The historical monuments and heritage structures in Hampi world heritage site have over the years witnessed structural weakness, erosion, degradation and fraught with inadequacy in the basic infrastructure needed for rising population, which made them vulnerable to different natural and man disasters. In the recent years, disasters both natural and man made are causing widespread damages and losses. Hence, the Disaster Mitigation and Management Plan as per the provisions of Disaster Management Act-2005 is prepared in order to ensure disaster resilience and minimize the extent of losses and damages the monuments are subjected to. The Disaster Management is the sole responsibility of Government with participation of all other stakeholders.

In order to stress the significance and streamline the systematic management of disasters, the Government of India on 23<sup>rd</sup> December, 2005 has passed the Disaster Management Act-2005. The Act clearly lays down the roles and responsibilities of the Government and other stakeholders describing them over 11 chapters and 79 sections, each giving set of guiding principles and procedures for the Centre, State, District and Local administrations. It is seen over the years that the heritage monuments of Hampi have witnessed progressive damages and degradation due to natural and man made disasters, thereby giving an alarming warning to the Authorities concerned, to initiate preventive and mitigation measures by involving the key agencies like HWHAMA, the line Departments and community. The Heritage Disaster Management Plan of Hampi as per the provisions of the DM Act 2005 comes under the jurisdiction of the District Administration of Bellary and Koppal, since the heritage site spreads across these two districts in the talukas of Hospete and Gangavathi.

### 1.2 Objectives

- Identify the Hazards, Vulnerability and Risks in Hampi World Heritage Site
- Analyse the capacity of the Hampi World Heritage Area Management Authority and Stake holders including the district administration
- To ascertain the inventory of existing resources and facilities available with the various agencies involved in the management of disaster.
- Analyse the gaps in preparedness, Prevention, Mitigation and Response Measures
- Propose an appropriate Hampi Disaster Management Plan

### 1.3 Methodology

The plan is prepared based on the following steps;

- Review of reports and documents of Hampi,
  1. Hampi World Heritage Site Comprehensive Conservation Plan-2011
  2. Hampi World Heritage Site Master Plan of Hampi-2021
  3. Hampi World Heritage Site Landscape Study
  4. Hampi World Heritage Site Socio-economic Study-2010
  5. Hampi World Heritage Cultural Impact Assessment Study
- Field visit and survey of the area and monuments for possible risks owing to natural and man made disasters

- Discussions with Officers of HWHAMA, State Archaeology, TB Dam, Tourism, GPs, Town Planning, ULBs, Police, Fire, Homeguards and some NGOs.
- Workshop at ATI Mysore to discuss the issues related to disaster management, human resource, institutional structure, capacity and gaps
- Second round of Field visit to Hamp world heritage area sites to assess risks and capacity and finalize plan

## **1.4 Justification**

In the absence of a defined disaster management action plan, the response to a disaster would be arbitrary and illogical leading to haphazard approach to management of disasters. Moreover, due to inadequate preparedness and absence of a defined response structure and standard operating procedures, there would be mismanagement of resources and overlapping actions among various agencies, which may exacerbate the situation thereby compounding the disaster effect. A formal disaster mitigation and management action plan for managing disasters is therefore necessary to ensure minimization of hardship and losses. This can be achieved only through;

- a) Identification of vulnerable areas, hazards and risks
- b) Preplanning of proper sequence of response actions.
- c) Allocation of responsibilities to the participating agencies.
- d) Action plan for mitigation and Response including Search and Rescue, Relief, Rehabilitation and Reconstruction
- e) Effective management of resources
- f) Developing codes and standard operating procedures for smooth coordination between various departments and relief agencies involved.

## **1.5 Important Organizations Required**

1. District Disaster Management Authority of Bellary and Koppal
2. Hampi World Heritage Area Management Authority, Hampi
3. District Crisis Management Committee, Ballary
4. State Archaeology Dept.
5. PRIs and ULBs
6. Revenue Dept.
7. Police, Home guards, Civil Defense Depts.
8. District Fire Services
9. Health Dept.
10. Public Works Dept.
11. Irrigation Dept
12. Agriculture, Animal Husbandry, Watershed Depts.
13. Food and Civil Supplies Dept.
14. Meteorological Dept
15. ZP Engineering
16. Transport Dept.
17. Inspectorate of Factories.
18. Information Dept.
19. NGOs, CBOs and SHGs
20. Indian Red Cross Society

All the above departments working at the district and taluka levels under the chairmanship of DC namely, SP, ADC AC, Tahasildar, EEs and AEEs of PWD/Irrigation, Commandant, Home Guards/DFO/RFO, DHO, THO, RTO, TPEO, PDO, Chief Officers, etc., as listed above are responsible for disaster management depending upon the area affected in the Hampi world heritage

site. All of them need to be connected with telephone (both external and internal), VHF's will be installed. All the line departments are directed to keep themselves ready as per the guidelines and charter of activities mentioned in this plan. NGOs and private sector agencies including private firms and industries are asked to prepare disaster management. The resources available with different agencies are identified

## **1.6 HWHAMA Emergency Operation Centre**

It is the nodal agency responsible for management of activities of Hampi world heritage site. There shall be an emergency Operation Centre to be set up at Hampi heritage site, operated 24x7 with adequate staff and equipped the necessary emergency facilities like information kiosk, Telephone, Internet, Fax, Ambulance, Boats, Quick Rescue Van, First Aid facility etc., with free toll number. The EOC shall be networked with key line Departments and Deputy Commissioner of Ballary and Koppal.

## **1.9 Facilities/Amenities to be Provided in the Emergency Operation Centre(EoC) at HWHAMA**

### **Room**

#### **The Emergency Operations Centre has**

- Adequate space for a workstation
- VSAT
  - Computer with internet
  - UPS
  - CCTV and other surveillance equipments
  - GPS enabled response vehicle
  - Telephones
  - Fax
  - Computer with Printer
  - Typewriter
  - NIC terminal and
  - Wireless communication system
  - The phones, i.e. intercom, STD phone, EPBX extension, hotline etc., would be of different colours, and with distinct rings if possible, to enable them to be distinguished from each other. An emergency light, fire extinguishers and a generator for the computer and fax machine would also be provided in the control room
  - Communication Networking with DC, SP and other Officers of District Administration(Line Departments including Hospitals)

#### **The EOC is equipped with**

- 24x7 operation with personnel deployed from Departments on rotation or permanent
- Necessary furniture and store wells for keeping
- Files of messages
- Stationery
- Other office equipment.
- Action Plans
- Maps
- List of key contact persons during emergencies.
- First Aid Kit
- Mobile Health care unit

- GPS enabled response vehicle
- Emergency equipment
- Ambulance

[Area accessible with clear labels and not under lock and key].

Important phone numbers, which are frequently required, would be displayed on the wall so that they could be seen easily, while other phone numbers, names and addresses etc., are maintained on the computer, to facilitate easy retrieval and cross-referencing.

**Some provision is made for**

- First-aid and other basic medical relief for the staff
- An adjoining toilet  
A rest room with adequate facilities and  
A lunch room.

[This would be required especially during disaster, when staff may have to be on duty for long hours at a stretch].

**The following facilities are available in the control room**

- Telephones  
Intercom units for contact within Departments
- VSAT connection to the Deputy Commissioner  
Hotline to District Disaster Management Control Rooms, Police Control Rooms
- Networking of Computers
- Internet  
PC with printer  
Mobiles and wireless communication
- Xerox machine  
Television unit and major newspapers to be monitored for news.

**During disaster, hotlines from control room to be connected to**

Deputy Commissioner/s of the affected district/s and his delegated Officer at Hospete  
Superintendent of Police of the affected district/s and his delegated Officer at Hospete

## **1.8 Administrative Preparedness**

The following steps have been taken to combat any eventualities during and after the disaster situations.

- 1) DC will be overall in charge of the disaster management in the district and could delegate any of the powers to other officers in the district.
- 2) An Emergency Operations Centre will be set up at HWHAMA in Hampi with minimum emergency facilities. The HWHAMA Emergency Operation Centre will be connected to DC, AC, Tahasildars
- 3) Control Room and EOCs will be functioning round the clock in the DC office, SP's office, HWHAMA, Tahsildars of Hospete and Gangavathi, office with adequate facilities and staff members assigned with the job. The Department of Archaeology and Museums and HWHAMA will prepare and implement mitigation plan that includes conservation, repairs, retrofitting of monuments
- 4) HWHAMA Commissioner and Superintending Archaeologist of DAM will be the nodal Officers for identification, conservation of heritage monuments including reporting any emergency arising out of flood, fire, accident etc. to the respective authority through HWHAMA EOC

- 5) The TB Dam Authority (EE) is assigned the task of monitoring from time to time the rainfall, water discharge from the dam and resultant flood warning, repair of canal that breach due to heavy discharge, regular safety and maintenance of dam with support of Police and others.
- 6) Superintending Engineer of Irrigation department will be assigned the overall responsibility of flood management and rainfall data management.
- 7) The respective Taluk Tahsildars of Hospete and Gangavathi will be assigned the responsibility as taluk level incident commanders for managing the disasters in the Hampi world heritage site.
- 8) SE, PWD has been assigned the overall responsibility of setting up of site operations centre during the disaster situation and provide all the necessary facilities.
- 9) Transport Department/KSRTC is in charge of providing the vehicles necessary for managing the response activities.
- 10) DHO and THO is in charge will be providing the necessary medical facilities such as Medicine, Ambulances, stretchers, medical relief camps, mobile medical teams ready for the purpose.
- 11) District Fire and Emergency Services (DFO and RFO) are assigned the task of any emergency including fire
- 12) The Homeguards Commandant has been assigned the responsibility of coordinating with Fire and Police personnel during disaster situations
- 13) EE, GESCOM is in charge of providing electricity supply during disaster situations.
- 14) Flood and Civil supplies officers have been directed by the DC to store adequate foodstuff at vulnerable areas and strategic points.
- 15) SP has been directed by the DC to set up and monitor the wireless stations and make arrangements to seek army assistance if required.
- 16) The SE (PWD), SE, Irrigation have been instructed to carry out the repair works of dams, canals, river embankments, bridges, old and unsafe buildings immediately and before the rainy season every year.
- 17) RIs, PDOs and TPEOs of the respective Taluka Panchayats and GPs namely Hospete and Gangavathi and all the villages have been asked to clean the drains, manage solid and water wastes, supply of water, provide sanitary facilities and all the civic facilities needed for effective management of disasters in the Hampi world heritage site.
- 18) NGOs, CBOs working at the levels of taluks and villages are asked to collaborate with local administration to carry out the relief, rescue operations and rehabilitation activities.
- 19) HAM radio sets with operators are instructed to be ready.
- 20) The Deputy Director and Assistant Director of Veterinary Department are asked to keep the medicines ready to protect the animals against contagious diseases and medicines supplied to the field functionaries for routine treatment.
- 21) Review of pre-disaster arrangements has been carried out and contingency plan for the district has been provided to all the heads of the departments in the district.

The resources available in the Talukas of Hospete, Gangavathi, villages of WHS and district with both private and Government have been compiled. The list of vital installations such as Dam, transformers, telecommunication centers, wireless relay stations etc., have been provided with protection and security and the same will be intensified during disaster.

## Chapter 2

### Hazard, Risk and Vulnerability Assessment

#### 2.1 Introduction

Risk Management Plan aims to prevent or reduce the negative impacts of various hazards on the World Heritage Property. It is primarily concerned with reducing risks to the heritage values embedded in the property; its authenticity and integrity but also to human lives, physical assets and livelihoods. The protection and preservation of epigraphical resources of Hampi is the responsibility of the State Department of Archaeology and Museums (DAM). The DAM is a body under the Department of Kannada and Culture, Government of Karnataka.

#### 2.2 Methodology

From the field observations and survey, several risks owing to structural weakness and damages have been noticed. The vulnerability and risks are identified based on;

1. Gathering information on the past history of disasters at the World Heritage Site WHS.
2. Hazard mapping of the region helped in identifying the vulnerability of the site due to exposure.
3. Resource mapping to know the resources
4. Seasonality of disasters
5. HRVC Matrix Analysis
6. Failure mode analysis
7. Micro-zonation in order to understand localized vulnerabilities of various heritage attributes due to their location and resulting exposure to hazards, which are evaluated as low, medium, high and very high.
8. Risks owing to crowds and large congregations during Hampi Utsav and Anegundi Utsav
9. Vulnerabilities being evaluated as low, medium, high and very high.
10. Risks to the site; their causes and evaluation of existing disaster preparedness measures for the site
11. Development of alternate disaster scenarios and their evaluation vis-a-vis probability of events and impacts on the site in general and specific heritage attributes in particular

Coordination with various line departments needs to be done to ensure that risks to various heritage attributes are addressed by the relevant departments. For example, risks to historic canals would require coordination with department of irrigation.

#### 2.3 Proneness to Various Types of Disasters

Type of hazard	Time of Occurrence	Potential Impact	Vulnerable Area Entire dist/urban area etc
Geological Hazards Landslides and Rock slides and Rock collapses	June-September	Damage to the monuments, road block, life loss, loss to property and environment	Hampi Circle (Core 41.8Sq Km & Buffer zone 191Sq Km) Auchutraya Temple, Vittala Temple, Prakash Nagar, Anagundi area and other low lying areas.
Type of hazard	Time of	Potential Impact	Vulnerable Area

	<b>Occurrence</b>		Entire dist/urban area etc
Earthquakes	Any time	Damage to the monuments, road block, life loss, loss to property and environment.	Core and buffer zone
Illegal quarry operations (Building stone & Sand)	Any time	Cracks, dust accumulation, collapse of monuments and other structures, damage to crops and vegetations, effect on biodiversity (birds & animals), depletion of ground water etc.,	Core and buffer zone
<b>II. Water and Climate related Hazards</b> a. Flash Flood	June to Sept	Submergence of monuments, temples, cultivated areas and settlements etc.,	Purandaradasara Mantapa, Ancient Bridge, Kotilinga, Part of the low lying area In and around Vittalla Temple, 64 pillared mantapa
b. Water logging	June to Sept	Widening of the fractures/cracks in the monuments, temples, Inundation of cultivated areas and settlements, spreading of viral diseases, blockage of sub surface drainage system, path ways etc.,	Royal enclosure, Krishna temple, Achutaraya temple, Virupaksha temple and other low lying areas. Sub surface drainage system, Pathways, roads.
c. Heat waves	Summer and winter	Development of Cracks in rock boulders, monuments, expansion & contraction of joints	Core and Buffer zone
d. Wind	June to Aug	Erosion in natural boulders and monuments etc.,	Core and Buffer zone
<b>III. Biological Hazards</b> a. Epidemic disease	Rainy and summer seasons	Fungus attack on monuments, Hepatitis –B, Malaria, Dengue, chickengunya, EBOLA, HIV, Gastro intestinal disease etc., Cattle, trees and crops	Core and Buffer zone
<b>IV. Chemical and industrial Hazards</b> a. Air pollution b. Water Pollution c. Solid waste		Due to crushing units, Quarry operations, movement of vehicles and industries.  Discharge of domestic sewage, pesticides/fertilizer traces entering into rivers and water bodies from the upstream towns/cities Improper municipal solid waste	Core and buffer zone (All around the monuments covering villages / hoblies / tandas etc.,)

Type of hazard	Time of Occurrence	Potential Impact	Vulnerable Area Entire dist/urban area etc
<b>V. Other accidental Hazards.</b> a. Road accidents b. Forest fire c. Crop fire d. Bush fire  e. Stampede  f. Bomb threat g. Heavy road transport	Hampi Utsava Summer Summer Summer   Any time Any time	Loss of life, damage and destruction of properties/monuments	HWHS Buffer zone Event routes of Hampi Utsav, Large congregated areas

#### 2.4 Risk Assessment Matrix

	Probability				Risk					Preparedness			Total
	High	Med	Low	None	life	Health	High disruption	Med disruption	Low dis	Poor	Fair	Good	Score
	3	2	1	0	5	4	3	2	1	3	2	1	
Flood	✓						✓				✓		18
Epidemic		✓				✓					✓		16
Stampede	✓				✓						✓		30
Bomb Threat			✓		✓					✓			15
Structural Damage/Collapse		✓			✓					✓			30
Electrical Accidents		✓			✓					✓			30
Mass Casualty		✓			✓					✓			30
Infant Abduction		✓					✓			✓			18
Earthquake			✓					✓		✓			6

Risks are mainly attributed to,

- Heavy rainfall
- Vandalism and looting
- Fire
- Epidemics
- Quarrying and mining

- land/rock slides
  - Communal violence and conflicts
  - Stampede
- A private resort (under the name of a guest house) came up in the core zone of the site resulting in heritage alteration
  - The famous Akka Thangi Gudda (Sister Boulders) at Hampi have suffered damage. A huge chunk of one of the boulders fell off during thundershowers.
  - World-renowned monuments in the river basin such as Purandara Mantap, Seetheseragu, Lakshmi Narasimha and Narayanaswamy temples near Chakrateertha, ancient bridges and several other monuments get submerged during excess water released from **Tungabhadra reservoir to the river**
  - The recent Cyclone Nilam played havoc at Salu Mantapa which crumbled into a heap of ruins. Rainfall in the past few years has damaged many monuments with enclosure walls surrounding major monuments developing cracks.
  - A portion of the western wall of Sri Achyutharaya temple complex, the enclosure wall of Lotus Mahal, the Doomed Gate wall and fencing wall of Gejjela Manatap on the banks of river Tungabhadra had collapsed during the incessant rainfall in October 2009.
  - In the subsequent years, portions of the Kudre Mantapa, the domed gate, the Janana enclosure wall and the 'pushkarni' on Bazaar Street near Vittala temple collapsed and, a portion of the protected Shiva temple at Hampi, popularly known as Varaha temple collapsed.
  - Some portions of the Ananthashayana, Pattabhirama, Vittala, Krishna and Virupaksha temples are weak and rainfall in the area has further weakened the structures. About 15 structures are in a precarious condition and their partial collapse in heavy rain cannot be ruled out.
  - Some miscreants have attempted to steal a Shivalinga near the Moola Virupaksha temple in Hemakoota hill, adjacent to the Virupaksha temple at the world famous Hampi. Incidents of vandalism and theft have been reported from the site. In fact many sculptures and fragments of historic structures that lie scattered throughout the site are highly vulnerable to looting
  - On 22 January 2009, the Anegundi Bridge at the World Heritage Group of Monuments at Hampi collapsed, killing eight construction workers.
  - Now motorised boats without precautions are also being operated posing potential danger to the lives
  - Several fairs and festivals such as Hampi and Anegundi Utsav take place in the Site during which thousands of pilgrims and tourists throng the site. There is risk of stampede and damage to heritage structures and life and also thefts during this period
  - Many of the boulders are precariously situated and there is risk that they may fall down due to vibrations or after heavy rains thereby posing risk to the safety of visitors and staff.
  - There is also a risk that the use of water for irrigation may cause damage to heritage structures located in the middle of agricultural fields.
  - Women and children are regularly using canal and river water for domestic purpose may slip to danger
  - There are slow and progressive risks to heritage structures due to weathering, growth of vegetation and traffic vibrations

## 2.5 Seismic Risks

The Bellary region, which experienced a strong earthquake in 1840's, has been down graded to Zone II. The 1984 BIS zoning map has placed Bellary region in Zone III. Bellary region which falls in Zone II seismic zone is referred to as low damage risk zone, the probable intensity is MM VI. Most

significant event of the area is the Bellary Earthquake of 01<sup>st</sup> April, 1843 with magnitude ranging between 5.0 - 5.9 as per the data period. The 1900 event occurred in an ENE-WSW linear belt bound on either side by Dharma-Tungabhadra fault and Kumudavati-Narihalla faults. This earthquake occurred with an intensity (Imax) of VII was widely felt in the Deccan Plateau with a radius of beyond 300 kms. VSAT Enabled Permanent Seismic Monitoring Station of KSNDMC is established in the premises of TB Dam towards monitoring of Seismic activity in and around the Dam site for Dam Safety.

## 2.6 Agriculture and Drought Risks

A survey conducted by the HWHAMA indicated that over 70% farmers own less than 3 acres land either dry or irrigated. Also the rampant use of pesticides and chemical fertilisers is leading to pollution of soil, water and degradation of land. Due to pollution, farmers risk their health and also indebtedness on fertilisers and pesticides. Following table indicates the drought vulnerability of the region

	No.	%								
No Drought (ND)	9	23	21	53	34	85	23	58	34	85
Moderate Drought (MD)	0	0	8	20	4	10	7	18	6	15
Severe Drought (SD)	31	78	11	28	2	5	10	25	0	0

## 2.6 Agriculture and Drought Risks

The Tungabhadra dam, 12 kms south west of the World Heritage site is getting water to its brim during peak monsoon and releases to the down stream at the rate of 12,500 cusecs. Excessive rain fall may result in large quantity of water being released in order protect the TB Dam structure. Such release is disastrous to the area downstream like Hampi WHS affecting the monuments and people. The highest rainfall recorded during the study period is 817mm during 1990. Which is 76% more than the normal and minimum of 175mm recorded during 1994.

- Heavy rainfall this year coupled with release of reservoir water from TB Dam from 50000 to more than 1.0 Lakh cusecs lead to flooding and breaching of canals resulting in submergence of agricultural fields and residential areas causing loss of life and livelihood.
- 
- The temple of Kodanda Rama one of the important monuments that submerges during the floods to its maximum.
- The pathway leading to Vitthala temple from the cave of Sugreeva, Kotilinga rock sculptures witness total submergence.
- The Purandaradasa mantapa, which is known for the great saint Purandara-dasa who use to perform Bhajan and Kirthan in this mantapa on the banks of this river, goes under 20ft water and only the bhagavata flag is visible.
- Almost all the water bodies like cisterns, tanks, stepped tanks, subterranean chambers are full and water logged in the citadel area, temple complexes and bazaars.
- The low lying areas around the monuments and inside the monuments are water logged
- Uprooting of heritage trees during rainy season at the WHS are regularly seen causing damages to monuments and property
- A number of vernacular houses in Hampi and Anegundi village have either partially collapsed or have been significantly damaged

## **2.8 Human vandalism and Treasure hunter**

In fact many sculptures and fragments of historic structures that lie scattered throughout the site are highly vulnerable to looting. Recently special cameras have been installed at various vantage points in the site through which observations can be made through web. However it was felt that there is general lack of coordination between security staff and various agencies. Effective action through this monitoring system would require adequate communication and coordinated response mechanism.

## **2.9 Illegal Quarrying and Damage to Monuments**

- Illegal quarrying and rampant blasting activities have resulted in collapse of significant portion of the entrance tower of the Varaha temple (also known as the Shiva temple) including other monuments. In June 2011, the 13th century Varaha temple which had weakened due to blasting for mining activities at Hampi had collapsed after heavy downpour
- Monuments such as Vijaya Vittala temple tower and the Kudure Gombe Matapa are among the ones which have developed cracks.

## **2.10 Thermal Cracks**

The brick tower over the northern entrance of outer prakara of the Achyutaraya temple has developed vertical cracks and a chunk of 2 mt cube has dislodged from its position and fallen. This may further lead to the fall of similar chunks once the thermal action of blazing sun in the following days.

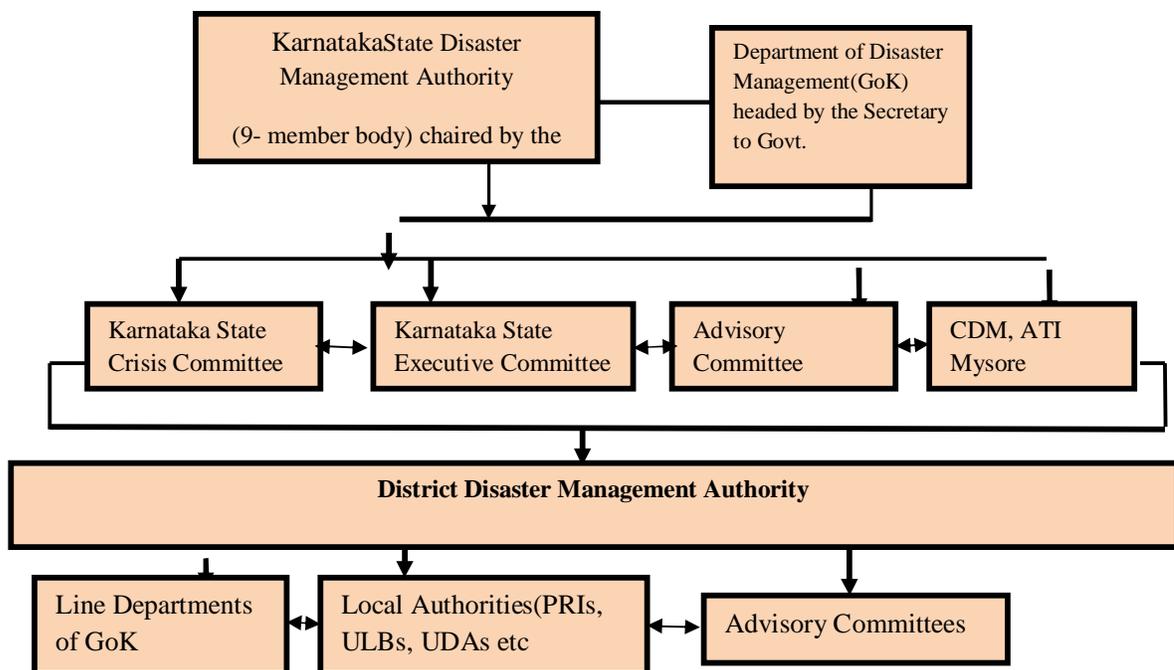
## Chapter 3

### Organisational Structures for Disaster Management

#### 3.1 Introduction

As per the provisions of the Disaster Management Act 2005 passed by the parliament on 23<sup>rd</sup> December 2005, disaster management authorities namely NDMA, SDMA and DDMA at the national, state and the district levels respectively have been formed. The State Government in line with Disaster Management Act, 2005, has constituted State Disaster Management Authority (GO No. RD 28 ETC 2006 dated 16.05.2008) and its composition reconstituted as per (GO No. RD 49 ETC 2010 dated 27.05.2010). The state has also constituted the State Executive committee (GO No. RD 28 ETC 2006 dated 16.05.2008). It has constituted the District Disaster Management Authority laying down clarity of roles and responsibilities for state and district authorities. The State Government through SDMA and DDMA can constitute appropriate Institutional structure for disaster management in Hampi world heritage site.

#### 3.2 Organisational Structure for Disaster Management in Karnataka



#### 3.3 District Disaster Management Authority(DDMA)

The District Disaster Management Authority (DDMA), headed by the Deputy Commissioner, with the elected representative of the local authority(ZP) as the Co-Chairperson shall act as the planning, coordinating and implementing body for DM at District level and at the HWHAMA and take all necessary measures for the purposes of DM in accordance with the guidelines laid down by the NDMA and SDMA. It shall, inter alia prepare the District DM plan for the district and monitor the implementation of the State Policy, the State Plan, District Plan and plans at the Departmental organisational levels. DDMA shall also ensure that the guidelines for prevention, mitigation,

preparedness and response measures laid down by the NDMA and the SDMA are followed by all Departments of the State Government at the District level and the local authorities in the district. It may set up the following for effective management of natural and man made disasters in every district.

- Advisory Groups
- Expert Committees/Task Forces

The DDMA and SDMA under the provision of the Act shall ensure preparation of DM plan for world heritage sites and constitute such institutional structure as may deem suitable for managing the disasters taking into account the nature and types of disasters.

### 3.4 DDMA structure for Districts having City Corporation in the District Head Qtr

SL No	Members	Designation
1	Deputy Commissioner of the District	Chairperson
2	President of the ZillaPanchayat	Co-chairperson
3	Commissioner of City Corporation	Member
4	Chief Executive Officer of the ZillaPanchayat	Member
5	Superintendent of Police of the district	Member
6	District Health Officer of the District	Member
7	Executive Engineer of the ZillaPanchayat of the District	Permanent Invitee
8	Joint Director of Agriculture	Permanent Invitee
9	Addl. Deputy Commissioner of the District	Member Secretary

This structure of the DDMA has been constituted vide Govt. Notification No. RD. 156 ETC 2010 dated 08-01-2013

### 3.5 Powers and Functions DDMA

- Prepare Disaster Management Plan including Response plan
- Implementation of national/state policy and district plans
- Ensure prevention, mitigation and preparedness measures undertaken by the departments and bodies
- Give directions different authorities at district level to take measures for prevention of disasters
- Lay down guidelines
- Monitor and implement disaster management plans prepared by the departments at district level.
- Lay down guidelines for departments for integration of measures in the development plans and projects
- Review of capacity building plans and training
- Community training
- Update the district disaster and response plan
- Set up early warning systems
- Provide technical assistance
- Ensure building bye-laws for safety
- Provide information to state authority
- Encourage NGOs
- Establish stockpiles of rescue materials at shorter not

### 3.6 District Crisis Management Committee

The members of District Crisis Management Group are as follows:

1.	Deputy Commissioner	Chairman
2.	Head Quarters Assistant to Deputy Commissioner	Emergency

	Officer
3. Superintendent of Police	Member
4. District Commandant, Home guards and Civil Defense	Member
5. Divisional Fire Officer	Member
6. District Health Officer	Member
7. Deputy Chief Controller of Explosives	Member
8. Regional Environmental Officer	Member
9. Commissioner, CMC	Member
10. Regional transport Officer	Member
11. Executive Engineer, Public Health Engg. Dept	Member
12. Information and Publicity Officer	Member
13. Joint Director of Agriculture	Member
14. Trade Union Leader	Member
15. Deputy Director, Animal Husbandry & Veterinary Services	Member
16. Executive Engineer	Member
17. Chief Engineer	Member
18. Assistant Commissioner	Member
19. Senior Inspector of Factories	Member Secretary

In addition to the above the following authorities have been included as permanent invitees:

1. Assistant Commissioners of Sub Division
2. District Surgeon
3. Executive Engineer, National Highways
4. Superintendent Engineer PWD
5. Superintendent Engineer, MESCOM/CHESCOM
6. All the Tahasildars of the District.
7. All the Dy. SPs and CPIs in the District.
8. All the SI of Police Department

The above Officers will be part of the Hampi Disaster Management in addition to the Commissioner of HWHAMA, Officers of Department of Archaeology, NNGOs and CBOs.

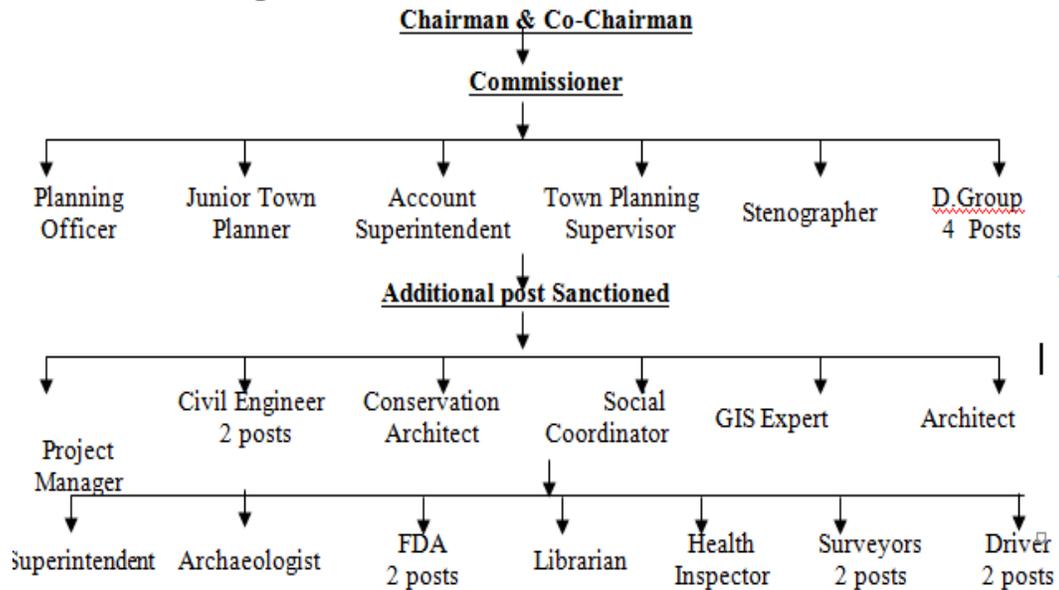
### **3.7 Organizational Structure of HWHAMA**

Hampi world heritage area management authority basically deals with providing design solutions and guidelines for local development. The technical wing of authority comprising of architects, engineers and surveyors, study the drawings submitted for building construction permission within the LPA (local planning area) as well as check on site and in accordance with the norms laid down in the master plan and comment on feasibility of the building. Apart from these, various projects falling under tourism sector and development of tourism is also being taken care of. The technical wing of Hampi world heritage area management authority also provides consultancy services to various other government bodies namely, archaeological survey of India, public works department, Zillapanchayat, A.P.M.C and lot more. The Master plan was prepared by the Hampi World Heritage Area Management Authority (HWHAMA) as part of its mandate to protect cultural, natural heritage and regulate development in the Local Planning Area. The plan was prepared under Karnataka Town and Country Planning Act – 1961 with the assistance of the Department of Town and Country Planning, Government of Karnataka

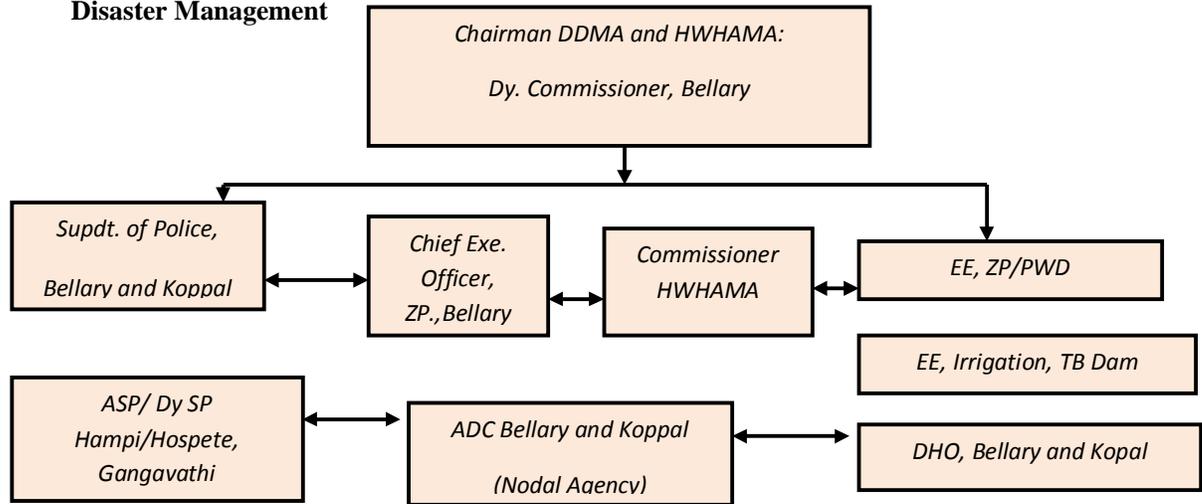
### 3.8HWHAMA Institutional Framework

Department of Kannada and Culture	Directorate of Town Planning	Archaeological Survey of India – Nodal State	Directorate of Archaeology and Museum	State Department of Tourism
Administrative control of HWHAMA annual grant to HWHAMA (Administrative expenses)	Technical control on HWHAMA (related to development issues)	Conservation, preservation and maintenance of 56 monuments included in HWHAMA Local Planning Area	Conservation preservation and maintenance of remaining monuments included in HWHAMA Local Planning Area	Development and promotion of tourism related to HWHS release to develop tourism infrastructure (Mega projects)
<b>Hampi World Heritage Area Management Authority</b>				
Conservation of cultural heritage and natural environs of Hampi and its surroundings/ preservation of historical and cultural identity of Hampi WHS/ preventing uncontrolled development and commercial exploitation of the area/ sustainable development of the area				
<b>Local Bodies</b>				
4 Gram Panchayat + 1 Town Municipal [14 villages] Under Hospet Taluka/ Bellary District			3 Gram Panchayat [15 villages] Under Gangavathi Taluka/ Koppal District	

### HWHAMA Organisational Structure



**3.9 Proposed Organisational Structure for the Hampi World Heritage Area Disaster Management**



Tahasildar of Hospete and Gangavathi	Asst. Comr, Hospete	Asst. ComrGangavathi	RFO Bellary and Fire Officer Hospete, Gangavathi	THO Hospete and Gangavathi	Dist Surgeon	Superintending Archaeologist DAM
Asst. Dir. of Factories, Bellary	Senior Geologist (M), DMG, Bellary	RTO, Hospete or Bellary	AD Animal Husbandry, Hospete	AEE, Engineer PWD, Hospete	AEE, Irrigation Dept of Hospete and Gangavathi	AEE, ZP/TP Hospete and Gangavathi
Dist. Comdt., Home guards, Bellary	AD of Agriculture Hospete and Gangavathi	Dy. Controller of Explosives,	Executive Engineer, GESCOM AEE of Hospete and Gangavathi	Div Controller, KSRTC.	Conservation Architect, HWHAMA	Superintending Archaeologist
Fire Officer, Hospete and Gangavathi	Dist. Information Officer	RIs of Hospete and Gangavathi	PDOs all Hampi WHS jurisdiction	Social coordinator, HWHAMA	Town planning Officer/JTP	Building Centre Engineer
Gen. Mgr. Telecom, Bellary	Mutual Aid Industries	Voluntary Organization	Private Hospitals, Bellary, Hospete and Gangavathi	Govt. Hospitals, Bellary VIMS Bellary	Truckers Association Bellary	Dy. Dir. Public Instr, Bellary
Municipal Engineer Gangavathi	Municipal Engineer Hospete	GP Secretary 7 GPs of Hospete and Gangavathi Talukas of Hampi Heritage site	President of 4 GPs of Hospete Taluk	President of 3 GPs of Gangavathi Taluk	EO of KSPCB	Env Engineer of Hospete Municipality
Chief officer of Hospete and Gangavathi ULB	Jindal Factory	Bus/taxi Owners' association	CBOs	NGOs	Charities	GIS Expert and Surveyor HWHAMA

### **3.10 HWHAMA Functions**

Funds earmarked for HWHAMA: Rs.45 lakh (plan), and Rs. 35 lakhs (non plan)

In addition to the above funding, the Tourism Department, GoKhas released Rs. 14 crores during 2013-14 to take up tourism related conservation activities like development of thematic tours, performing stages, signages, providing access to inaccessible monuments of historical importance etc. The State Archeology Department has been entrusted with the preparation of detailed project report based on the preliminary project proposal being initiated through HWHAMA in this regard.

The technical tasks performed by the HWHAMA are list below;

- Cultural resource mapping
  - Mapping of Vernacular Housing and Community spaces
  - State Archaeology monuments
- Study of Intangible Heritage
- Cultural events at the weekends
- Quiz programme during the Hampi Utsav
- Preparation of Thematic paper on Hampi Utsav 2007
- Preparation of Annotated bibliography
- Mapping of historic pathways
- Mapping of historic settlements using inscriptional evidence
- Conservation of Chandramouleshwara temple
- Proposal from Sri Dharmastala Manjunateswara Dharmasthana Trust to participate in the conservation of monuments of Hampi by sponsoring 40% of the conservation costs
- Preparation of Brochures
- Conducting Heritage walks during Hampi Utsav
- Preparation of the state of Conservation report
- Mapping of historic vegetation
- Development of a circulation network
- Compilation of traditional building skills and information about use of materials
- Proposals from various funding agencies

#### **3.10.1 Archeological Survey of India (ASI)**

The Archaeological Survey of India (ASI) under the provisions of the AMASR Act, 1958 protects monuments, sites and remains of national importance by giving a two-month's notice for inviting objections, if any in this regard. Maintenance of ancient monuments and archaeological sites and remains of national importance is the prime concern of the ASI. Besides it regulate all archaeological activities in the country as per the provisions of the Ancient Monuments and Archaeological Sites and Remains Act, 1958. It also regulates Antiquities and Art Treasure Act, 1972. The organization has a large work force of trained archaeologists, conservators, epigraphist, architects and scientists for conducting archaeological research projects through its Excavation Branches, Prehistory Branch, Epigraphy Branches, Science Branch, Horticulture Branch, Building Survey Project, Temple Survey Projects and Underwater Archaeology Wing. For the administrative convenience the entire country is divided into 24 Circles. Each Circle is headed by a Superintending Archaeologist (S.A.), who is further assisted by Deputy Superintending Archaeologist (Dy.S.A.), Deputy Superintending Archaeological Engineer (Dy.S.A.E.), Assistant Superintending Archaeologist (A.S.A.), Assistant Superintending Archaeological Engineer (A.S.A.E.), Assistant Archaeologists (A.A.) and Conservation Assistants (C.A.).

Funds earmarked and Released per annum for Hampi Conservation works = Rs. 1.50 Crores

### **3.10.2 Staff Deployed by ASI**

1. Superintending Archeological Engineer -01
2. Senior conservation Assistant -1
3. Conservation Assistant CA- 01
4. Foreman – 01
5. LDC – 01
6. MTS – 18
7. TSACL (Temporary status casual labourers) - 58 persons
8. Labourers – 195
9. Private Security staff – 64

### **3.10.3 Proposed Requirements**

1. 08 Civil engineers required for conservation works, preparation of action plan, structural mitigation (with BE degree)
2. Assistant archaeologist -04 nos.
3. Security staffs for human vandalism - 60 nos.
4. Independent mobile van (GPS enabled van) – 03 nos.
5. Photographers (outsourcing) – 02 nos.
6. Surveyors – 02 nos.
7. Modelers /Artisans – 02
8. ASI Museum headed by assistants superintendent archeologist - Vacant (to be filled)
9. Assistant Archeologist - Required
10. Museum staffs - Existing – 04 nos. Required- 15 nos.
  1. Rain water harvesting structure
  2. Public toilets - Vittala temple
  3. Water supply
  4. Archeology assistants
  5. AEE - 01 Vacant
  6. JE -02 Vacant
  7. Office superintendent - 01
  8. SDA - 01
  9. D- group - 04
  10. Daily wagers- 92
  11. Home guards - 18

# Chapter 4

## Mitigation Plan

### 4.1 Introduction

The HWHAMA has prepared a 5 year Comprehensive Conservation Plan(CCP) in 2010 which is under implementation. This plan takes into account the structural mitigation including repairs and renewals of the monuments of the Hampi world heritage site with due regard to the heritage character being not compromised. A mitigation strategy however, cannot be successful unless it has the backing and support of all concerned – the administrative machinery, the research institutions, the non-officials and the community. So, it also becomes imperative to have built-in institutional arrangements and/or legislative backing to oversee the mitigation strategy over a period of time. The HWHAMA is the nodal agency for taking up mitigation measures in coordination with PWD, Irrigation, ZP, State Archaeology, Structural Engineering Consultants and Architects.

The CCP becomes the point of reference for actions undertaken in the WHS. The document provides requisite common philosophy and guidelines, techniques and standards, roles and responsibilities, mechanisms for management etc., to be followed by the HWHAMA for all actions pertaining to cultural resources in the HWHS. It is to be noted, that the HWHAMA is required to follow the standards, ensure that the same is followed in every work that is undertaken and regularly update it wherever applicable, irrespective of individual official mandates.

There are various provisions regarding control of development and use of land contained in the KTCP Act of 1961, Hampi World Heritage Area Management Authority Act 2002, Municipal Act, Panchayat Act, Housing Board Act, Public Works code, etc., in implementing the plan are considered. The coordinated approach is the only solution for the conservation and planned development of the planning area.

The key tasks in risk reduction before the disaster are

- Identifying the vulnerable areas
- Preventing development/construction along the flood zones/hazard locations
- avoiding habitation in hazardous areas;
- developing structures resistant to the onslaughts of hazards
- constructing flood, earthquake, fire and cyclone resistant housing
- developing the ability to rapidly evacuate hazardous areas or to shift residents to hazard-resistant structures
- regulating techno-legal regime

### 4.2 Storm Water Management

Every year the monuments along the Tunga Bhadra river course are inundated and crops and houses damaged. Rain water harvesting, drainage revamping, flood zonation, porous pavement are the important mitigation measures. Storm water management is the removal of water that falls directly onto properties, as opposed to flood water, that flows onto the property, from upstream sources. Storm water networks have historically been constructed in urban and agricultural areas to remove these waters.

## **Drainage**

The irrigation Department and PRIs together need to take up revamping and planning the existing flood prone areas including drainage systems to prevent floods. It is important to provide adequate storm water drainage to the sites, and maintain the system through periodic inspections, so that the system does not obstruct flow in natural courses and cause inundation in periods of cyclones. For settlements in low-lying areas this assumes great importance. Roads are required to be provided with camber, side drains and culverts to carry away water into the next level of drains of the drainage system.

1. Prevent soil erosion and water bodies
2. Remove encroachment along the natural drains, floodplains, and water bodies

### **4.3 Retrofitting and Rehabilitation of Monuments**

All monuments which have structural instability need retrofitting in the form of buttresses, base strengthening, prevention of collapse, slides and cracks without damaging the authenticity of the heritage. Based on the investigation at the site of each monument under the threat of collapse or damage, appropriate strengthening measures shall be taken up. The monuments and structures in Hampi come under stone masonry in lime-sand-mud mortar including traditional materials.

In general the deterioration of natural materials is a process associated with environmental influences, entry of water – leading to dampness, After determining cause of deterioration and investigative testing, for successful repair, Cleaning, Surface preparation, Selection of Appropriate Repair Materials, Rising Dampness Barrier, Waterproofing, Renders and Finishing shall be considered. Rehabilitation of old buildings with historic significance is different compared to normal repair of concrete structures as the materials used in construction are natural and the rehabilitation or restoration is to be done by maintaining the architectural aesthetics and ambience. One should be able to blend new materials and new structural concepts with old building materials and structural designs. It should be borne in mind that primary responsibility is not only to regain the architectural aesthetics but also to make the old buildings perform their new roles with total safety.

### **4.4 Structural and Non-structural Repairs of Stone Masonry Heritage Buildings**

#### **Non-Destructive Examination**

- Evaluating a component without affecting the serviceability of the part or material
- Visual Inspection-Obvious defects are identified
- Pseudo NDE methods-Tapping survey, Micro-drill test.

#### **Non-Destructive Techniques**

- Ultrasonic pulse velocity test using different devices.
- High velocity sound waves are introduced into a material and they are reflected back from surface.
- Locates cracks in brick and stone masonry, wood etc.
- Discontinuities in the cell structure or decay slow down sound propagation.

## **General Measures**

- Reduction of unwanted load
- Removal of natural growth
- Injection of appropriate grouts
- Re-plastering
- Replacing damaged parts
- Reconstruction

## **Strengthening Foundation**

- RCC foundation Jackets are constructed along the masonry wall.
- It is connected to the wall with a steel tie.
- The supported soil is grouted.

## **Masonry Structures**

- Re-pointing the joints.
- Removal and replacement of damaged. Weak and weathered material/reconstruction
- Dutchman repair
- Injection of appropriate grouts.

## **Masonry Structures**

- Vertical longitudinal or transverse reinforcement/stitches.
- Insertion of headers through stones or headers.

## **Materials**

- In India, experts in the field recommend using materials which were originally used when the building was constructed like mud mortar, lime plaster, natural stone.
- However the structural and durability aspects of modern materials and techniques is slowly changing this perspective.
- Non-availability of skilled craftsmen and labour in

## **Substitute Materials**

- Glass Fiber Reinforced Concrete (GFRC)-Cornices, brackets, finials
- Precast Concrete-Masonry
- Fiber Reinforced Polymers-Lightweight column capitals, ornamental features
- Epoxies-Binding or infill material

## **Non Structural Mitigation of Monuments**

1. Clean and remove the existing plant growth and apply coat of weedicide or fungicide to prevent recurrence
2. Damp proofing course wherever dampness is rising
3. Bottom of Pillars are repaired with epoxy mortars
4. Roofs can be repaired using polymer based waterproofing systems

## **Structural Mitigation**

Treatment of Monuments by ASI included the following general rules:

1. When restoring the fallen roof is found necessary, the evidence of original design has to be necessarily followed.
2. Preservation is carried out without causing disfigurement or alteration of its character.
3. In case of dismantling and restoration complete examination and documentation is made.
4. All destructive vegetation is carefully removed, as the roots and tendrils penetrate into the cracks and fissures of the walls causing complete destruction of the monuments
5. Excavation and laying out of the site. All monuments in ruins are covered by debris (sometimes many metres deep) which needs to be removed to restore the site to its original level and to reveal the original level of the monument

## **4.5 Regulations**

This would include

- New developments should strictly adhere to guidelines and boundaries of protected monuments(100 mts as prohibited area and 300 mts as regulatory area as stated in ASI regulations
- Not permitting unrestricted new development in the hazard prone areas
- Anchoring and flood proofing structures to be built in known floodprone areas
- Built-in safeguards for new water and sewage systems and utility lines from flooding
- Enforcing risk zone, base flood elevation, and floodway requirements
- Prohibition on development in wetlands
- Prescribing standards for different flood zones on flood maps.
- Flood plain management in the Hampi WHS
- Basic Infrastructure such as Water supply, Drainage, Solid waste management, Sanitation should be planned
- To meet these requirements, local governments will have to adopt specific floodplain management or storm water management regulations into zoning and subdivision regulations, housing and building codes, and resource protection regulations.
- Access to education facility(less than 2 km)
- Access to health facility(Les than 5 km)
- Resettlement and Rehabilitation programmes should be in continuity with existing settlements
- Electrical lines, pylons, antenna etc., shall be regulated not to affect the WHS
- Laser scanned image of the cultural system (Architectural and Archaeological heritage) in terms of : materials, condition, cause of failure/ risk/ deterioration if any, changes in building levels indicating subsidence or any movement of structure
- Quantification and specification of materials: Technically skilled professionals who can analyse and monitor changes in condition and integrate the same into the implementation plans

#### **4.6 Road Accidents**

- Street or pedestrian path with lighting should be provided wherever necessary without affecting the visual quality of the heritage site
- Tourism amenities and signages must be integrated
- Excavations on roads must be protected well, particularly in the night, with barricades, fluorescent signs and red lights.
- Special bays for parking of vehicles on trunk routes should be provided at strategic points with provision for food and other facilities.
- Public works department should concentrate on removal of bottlenecks on national and state highways in particular. Bridges should be widened before roads are widened.
- Efforts should be made to provide road dividers on all national and state highways on a priority basis. Efforts should be made to light up all national highways carrying excessive vehicle load.

#### **4.7 Fires**

Fire brigades are based at urban areas and located far from villages and heritage sites in Hampi. It is therefore, seen that rural sector by and large, is totally deprived of any fire fighting assistance. Industries also have fire fighting equipments for on-site emergencies. It is necessary to provide the following fire safety services for Hampi WHS;

1. Rescue Van with latest equipment
2. Quick Response Vehicle

#### **4.8 Industrial and Chemical Accidents**

The nearby industries shall abide by the following;

- Should have on-site and off-site management plans
- Industries involved in the production or transportation of inflammable, hazardous and toxic materials should have a mandatory responsibility for preparing an off-site plan and communicating the same to district collector. Simulation exercises should be undertaken in the adjoining communities.
- Poison centers should be established in every civil hospital and in the hospitals with facilities for detoxication. All transport of hazardous and toxic materials should be communicated to the RTO.

#### **4.9 Recommendations**

1. The HWHAMA and DAM together with Local Building Centre, PWD, Irrigation and PRIs should implement the annual mitigation plan
2. The department specific mitigation measures should be undertaken
3. Structural mitigation should be carried out without affecting the heritage character for a separate pool of workers shall be trained.
4. Non-structural mitigation measures namely training, awareness building, IEC materials, Early warning systems, Drills etc., should be planned

## Chapter 5

### Preparedness, Response and Rehabilitation Plan

#### 5.1 Preparedness for Response

- The Officers of HWHAMA, all officers of line departments coming under Hospete and Gangavathitaluks namely Tahasildars and RO/RIs of Police, Homeguards, GESCOM, Health, Irrigation, PWD, GP/TP/ZP, Food and Civil supplies, TB Dam, Archaeology and Museums, Hospitals, NGOs/CBOs etc., will be kept in red alert
- Almost all the social workers, NGOs and the likeminded people have been listed with contact details and are asked to provide their services in times of need.
- The action plans are developed for immediate response which would be initiated on a trigger mechanism basis upon the occurrence of a calamity of extreme nature.
- Incident Response System at the HWHAMA level and at the taluka level (suitably modified/indigenized).
- Emergency Operation Centre for HWHMA site.
- Alert mechanisms-early warnings through IMD, KSNDMC, etc.
- Disaster risk reduction framework for hazard risk management.
- Probabilistic scenario-building for different levels of various disasters at HWHAMA site
- The yearly schedule for the conduct of mock exercises for different disasters in different

#### 5.2 Institutional Arrangement for Response

Departments/Agencies	Response Phase/Indicative Task
All 23 departments of GoK, PRIs, DDMA, HWHAMA, IRS, EoC, SoC, NGOs, CBOs, SDRF, ULBs, PRIs, GESCOM, PWD, Irrigation, KPC, NIMHANS, BSNL, AIC (Police, Fire Service, Civil Defence, Home Guards, Para-Military Forces, Government and Private Hospitals have special role) IMD, CWC, KSNDMC, SEOC, MHA have special role in early warning	<ul style="list-style-type: none"> <li>• Search and Rescue</li> <li>• Evacuation Plan</li> <li>• Activate Control Rooms</li> <li>• Search and Rescue Team</li> <li>• Early warning and Communication</li> <li>• Identification of Nodal Officer</li> <li>• Relief</li> <li>• Rehabilitation</li> <li>• Reconstruction</li> </ul>

#### 5.3 AGENCIES INVOLVED IN EVACUATION, SEARCH AND RESCUE AND THEIR ROLES

Scenario	Evacuation ordered by	Primary Agency	Secondary agencies
Scenario A:  Fire Incident	Deputy Commissioner	Fire and Rescue Services and HWHAMA	Police, homeguards. Health

Scenario B: Rock/Monument Collapse in the heritage site	Deputy Commissioner	Fire and Emergency Services and HWHAMA	Police, Home Guards, NCC, community volunteers and other line Departments like PWD, TP, GP etc
Scenario C: Flooding	Deputy Commissioner	Fire and Rescue Services and HWHAMA, Irrigation	Police, Home Guards, NCC, community volunteers,SDRF, NDRF, CRPF, CISF, Red Cross and other line departments
Scenario C: Stampede during HampiUtsav	Deputy Commissioner	Police, Fire and Emergency Services and HWHAMA,  DAM	Home Guards, NCC, community volunteers,SDRF, NDRF, CRPF, CISF, Red Cross and other line departments

#### 5.4 Role of agencies/individuals in evacuation, search and rescue

Agency	Role
<b>Hampi World Heritage Area</b>	
1 DDMA	<ol style="list-style-type: none"> <li>1. Direct preparation of an Evacuation plan (during preparedness)</li> <li>2. Monitor implementation of the plan</li> </ol>
2 DC	<p>As the IC and chairman of DDMA,</p> <ol style="list-style-type: none"> <li>1. Oversee the evacuation</li> <li>2. Requisition for support of state/central level assistance if situation warrants</li> <li>3. Order air operations – as advised by Fire Services/Police if situation warrants</li> <li>4. Send sitreps to the state</li> </ol>
3 Operation Chief of the IRS to be designated by the DC (preferably either Tahasildar or AC/ADC/SP)	<ol style="list-style-type: none"> <li>1. Coordinate evacuation and SAR</li> <li>2. Guide air operations- as advised by Fire Services /Police</li> <li>3. Update IC on status</li> </ol>
4 Fire and Emergency Service Dept.	<ol style="list-style-type: none"> <li>1. Develop the Evacuation plan in consultation with other key stake holders-fire dept., home guards, and community representatives of the vulnerable areas</li> <li>2. Primary agency during evacuation</li> <li>3. Guide and lead task teams at the ground</li> <li>4. Inform the operation chief of the status of evacuation- every 3 hours</li> </ol>

5	Police, Home Guards, SDRF/NDRF/CISF/CRPF Armed Forces	1. Secondary agency for evacuation 2. Support evacuation and SAR
6	Dept of Health  (DHO or THO and  Team )	2. Go with evacuation teams (as possible) and provide immediate first-aid to injured 3. Direct referrals of seriously injured to higher levels of medical care 4. Triage Management 5. Casualty Management 6. First Aid

## 5.5 Organisations for Evacuation Operation

Following organizations/systems will be activated for Disaster Management at all phases depending on the level of disasters namely L1, L2 and L3.

L1- can be managed with district or local resources

L2: can be managed with State Government resources

L3: can be managed with resources from the Centre

- DDMA(DC)
- DEOC(DC)
- SEOC (Secretary DM)
- State Disaster Response Force(DG)
- National Disaster Response Force(DG)
- Civil Defense
- Home Guards(Commandant)
- NCC
- NSS
- NYK
- Educational and training institutions
- Civil society, CBOs, corporate entities
- Fire brigade
- Civil police
- Media—electronic, print and through folk media, inter personal communication
- Line departments :PWD, Irrigation, TB Dam, Food and Civil Supplies etc,
- Nominate/designate hospitals, doctors and paramedics to cover emergency health management including trauma and psycho-social care
- Arrange for the use of ICT tools and resources such as Community Service Centres
- Testing of the plans—through mock drills and rehearsals.
- GIS process for collecting and analysing spatial data for emergency management problem solving.
- Fail-safe communication including last-mile connectivity.

## 5.6 Incident Response at HWHAMA or Hampi WHS

Action	By Whom
<ul style="list-style-type: none"> <li>• Take Charge as the Incident Commander or depute this charge to another capable officer</li> <li>• Establish an incident staging area – this is usually the EOC, or any other location from where all the directions in case disaster strikes can be coordinated</li> <li>• Define the incident objectives – during the early warning phase these are</li> </ul> <ul style="list-style-type: none"> <li>❖ Mobilise resources to respond to all needs if incident strikes</li> <li>❖ Prevent loss of lives and injury</li> <li>❖ Minimise damage to property</li> <li>❖ Define strategy and tactical direction – who does and how</li> </ul> <p>Establish the incident Response Team : Extent of command functions required, and how they will expand or retract given changing scenarios, (All command functions may not be required to operate, or more than one command function can be managed by a single team. However with changing scenarios, the IRT may need to be expanded or retracted. If planned in advance this process can be quickly initiated and required personnel informed/alerted in advance)</p> <ul style="list-style-type: none"> <li>➤ Assign resources – with support ESFs can direct this step</li> <li>➤ Monitor scene safety – with support of the safety officer</li> <li>➤ Manage planning meetings</li> <li>➤ Approve and authorise the implementation of an incident plan <ul style="list-style-type: none"> <li>➤ Authorise release of information to media</li> </ul> </li> </ul>	Deputy Commissioner or his delegated Officers ADC or AC of Hospete or Tahasildar based on the level of disaster
<ul style="list-style-type: none"> <li>❖ Convene HWHAMA and District level committee meetings</li> </ul>	Deputy Commissioner  HWHAMA Commissioner as convener
<p>Ascertain availability of resources – manpower, material and funds and support required from the state</p> <ul style="list-style-type: none"> <li>❖ Ascertain the need for evacuation</li> <li>❖ Ascertain the level of support that is likely to be required from the district, line departments and the state</li> </ul> <p>Plan and implement</p> <ol style="list-style-type: none"> <li>a. Community warning</li> <li>b. Evacuation – from when, where</li> <li>c. Transit camps</li> <li>d. Relief distribution and sourcing</li> <li>e. SAR</li> <li>f. Restoration of essential services</li> <li>g. Provision of health services</li> </ol>	Incident Response Team
Mobilise resource for the response as directed by DC	Department Heads and HWHAMA Commissioner
Dispatch support to the disaster sites/transit campus	Department Heads and HWHAMA Commissioner
Inform state authorities of plan	Deputy Commissioner

### **Community assistance to relief authorities at the site to**

- Organise cultural and recreational activities in order to protect the mental health and sustain the ethical and moral values.
- Encourage self-help
- Organise skill training
- Locate and identify the dead, disposal of dead bodies, disposal of carcasses and disposal of damaged food stocks
- Contribute labour (loading, unloading, distribution, temporary constructions, salvage and restoration of water supplies, food distribution centers, relief camps, cattle camps etc.)
- Update records of damages and losses
- Maintain law and order
- Maintain standards in sanitation and disposal of waste.

### **Dissemination of Other IEC Materials**

Following activities will be taken up by the State Disaster management Department/SDMA;

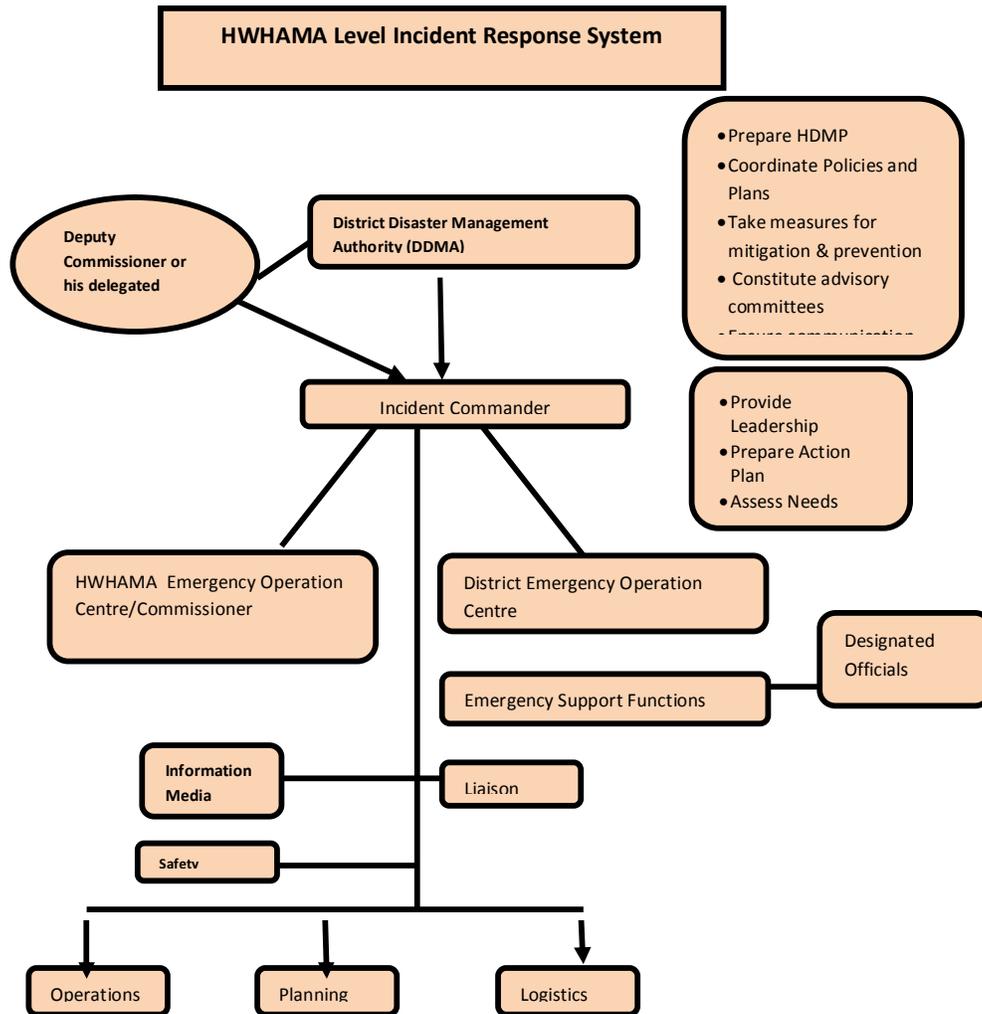
- Poster, Pamphlets and brochure preparation and distribution
- Padayatra,
- Street plays,
- Volunteers training,
- Task force training, etc.

## **5.8 Drills**

The objective of drill include evaluation of the following

- Practicality of the plan (structure and organization)
- Adequacy of communication and interactions among the agencies and the public
- Emergency equipment effectiveness
- Adequacy of first aid and rescue procedures
- Adequacy of emergency personnel response and training
- Public relation skills
- Evacuation and count procedures
- Timely updating
- Coordination with the CBOs / NGOs

5.9



5.10 IEC Materials

The HWHAMA will prepare IEC materials for the education of people on the do's and dont's, routes, checklists etc.

The HWHAMA will organize the drills in coordination with other line department and Stake holders

## Chapter 6

### Hampi Utsav : Crowd and Stampede Management

#### 6.1 Introduction

Several fairs and festivals such as Hampi Utsav and festivals take place in the Site during which thousands of pilgrims and tourists throng the site. During this period visitors occupy vacant places in the site, which include heritage structures. In the absence of well coordinated crowd management, there is great risk of stampede and damage to heritage structures and of course there is higher danger of theft during this period.

#### 6.2 Stampede and Large Congregation Management: Hampi and Anegundi Utsava

The following provisions in the Disaster Management Act -2005 are applicable for crowd management.

- Sections 24 and 34 provide powers to control and restrict vehicular and human traffic to/from vulnerable and affected area.
- Section 33 allows district authority to require any officer or any department at district or local level, if necessary, for disaster management tasks.
- Section 41 mentions that it is a function of local authority to ensure that all construction projects under its jurisdiction conform to extant standards and specifications.
- Sections 51, 52, 53 make obstruction in discharge of duties, false claims for obtaining benefits consequent to the disaster, and false warning on disasters punishable offence.
- Section 58 deems company/individual in charge of the conduct of the business at the time of disaster to be guilty of contravention.
- Section 65 gives power of requisition of resources, provisions, vehicles etc. for rescue operations

#### 6.3 Information Assessment by the District Administration

1. Determining the time of assembly, duration of event, location, and type of activities planned
2. Estimating the number of persons expected to participate or observe
3. Reviewing any previous events involving the same or similar groups
4. Assess actions and equipment utilized by groups in prior incidents
5. Analyzing the expected time of arrival and departure, and the means and routes of travel for participants
6. Attempt to determine impact on public transportation and roadways
7. Attempt to determine impact on commerce and public accessibility
8. Analyze potential activities and hazards along the route
9. Assessing public safety concerns associated with the event

#### 6.4 Checklist for Hazard Assessment for Crowds in Hampi and Anegundi Utsav

1. **Structural** - Collapse / damage to Barricades, Tents, Make shift bridges & watch towers camps if any
2. **Fire/Electricity** – Camps, Cook Houses, Illegal Electric Connection & Non availability of FF Equipment/ Facilities
3. **Crowd Control** – Closed/ Locked Exit, People in excess of holding capacity of the area, Parikrama route not being followed.
4. **Crowd Behaviour** – Non adherence to traffic arrangements, foreign visitors, Prasad distribution, Unruly & irresponsible crowd behavior, relief Distribution.
5. **Security** – Terrorist/ Separatist/extremist attack , Mishandling by Law enforcing agency.
6. **Lack of Coordination** – Common briefing & clear chain of command & division of Roles Response – Lack of Logistics/infrastructure as per plan.
7. Vulnerability Assessment of **Crowd Crush**
8. People need at least 1 square yard of space each to control their movements.
9. Most people who die in crowds die from asphyxiation while standing upright, not from trampling.
10. The compounded force of 5 people crushing in can kill a person.
11. As crowds become more dense, the compression increases exponentially.
12. Humans lose consciousness after being compressed for just 30 seconds, they can be brain dead within 6 minutes. Most die without ever falling down.

#### 6.5 Checklist for Rapid Venue Assessment

Sl No	Checklist of Questionnaire	Yes /No
1	Are visitors welcomed and provided information about the venue, location, facilities, events, routes, stay, food, services etc.?	
2	Are visitors satisfaction and service quality studies conducted and feedback given to respective Departments and Officers ?	
3	Is the approach to venue, exit, clean and well lit?	
4	Is there a system of visual control to identify and locate crowd density ?	
4	Do the Fire service, Parking, water supply, Sanitation, Police control room, EoC, etc., are in place?	
5	Are updated location, maps, emergency routes, facilities, ingress, egress, etc ., known to the security and other stakeholders?	
6	Are people held at various holding areas or allowed uncontrolled movement?	
7	Are the clearly identified roles and responsibilities and reporting instructions available to the Officers and Stakeholders ?	
8	Are the critical and vulnerable points and locations around the venue can be viewed from the CCTV or Web site ?	

<b>Category</b>	<b>Indicator</b>
Fire Protection	Average Response Time Number of Fire Stations, Distance between them
Emergency Medical Services	· Average Response Time · Number of Medical Personnel Number of first-aid kits available
Other Emergency Functions	· Established Emergency Operations Center, Facilities Drills and Exercises

#### **6.6 Risk Assessment of Potential Hazard Conditions**

- Frequency of Crowd Assembly (Routine, Periodic, One-off) (failure) mode of Detection / Control
- Risk Priority Number for each of the hazard
- Frequency of Hazard Occurrence, Severity, Ease

#### **6.7 Managing Demand Supply Gaps**

##### **Understanding Demands**

Crowd Volume--Type/ Pattern of Crowd--- Arrival Pattern ----- Duration of Stay  
(No of Pilgrims/Tourists) (Mode of transportation )

##### **Understanding Supply**

Accommodation----- Holding capacity-----  
Tents/ Barracks Venue/ Ghats, Rly Stn/ Bus Stand, procession Route  
Resource Availability  
Manpower, Equipment, Transport, Facilities, Medical, Food & water, commn

## 6.8 Generic Safety and Security Guidelines Hampi and Anegundi Utsav

- Deploy snake line approach
- Discourage general admission
- Monitor crowd for developing hazard points
- Have alternative routes for releasing excessive crowd pressure
- Have plans to take care of VIP visitors. Do not hesitate to refuse entry to VIPs if assessment indicates that it will add to safety concerns.
- Ask foreigners to register and report regularly.
- Have communication channels (PA system etc.) to send a message to the crowd
- Ensure emergency exits are not barricaded, blocked or otherwise inaccessible
- The shops, if possible, have to be confined to one side of the road and there should be a space of 3 or 4 meters in between cohorts of 5-6 shops so that pilgrims could escape through such space in the event of unexpected rush.
- The visitors should be encouraged to throw food wastes, plastic bottles etc. in clearly identified garbage bins lined up in large numbers across the roads. This will not only help in creating hygienic conditions but will also avoid panic situations arising out of dog/monkey/elephant menace.
- Ensure that the areas where barricades like chains are erected are kept well lit and visible to pilgrims during night lest they may trample upon it and if there is heavy rush that could result in stampede.
- At number of religious places of mass gathering located atop hills/mountains, it is frightening for pilgrims to do their religious journey along with the speeding ponies in both the direction. Shrine boards should explore and expedite the possibilities of alternate track for pilgrims on pony/horses. Until this gets completed, arrangements should be made to deal with the route cleaning issue and a staff associated with it.

## 6.9 Checklist for Planning

The important aspects of planning for Hampi and Anegundi Utsav mass gathering are:

- understanding the patrons, various stake holders and their needs
- Crowd Management Strategies
- Risk Analysis and Preparedness
- Information Management and Dissemination
- Safety and Security Measures
- Facilities and Emergency Planning
- Transportation and Traffic Management
- Components of Plan

## 6.10 Event / Venue details

- Event Location
- Brief history of the event/venue
- Duration of event (schedule and timing)
- Expected number of people
- Details of activities and how/when/where they will take place
- Command & Control

### **6.11 Site Plan: The site plan must include maps showing location and details of**

- Transportation hubs (Bus-stops, Railway stations, Taxi stands etc.)
- Places for stay
- Information kiosks
- Places of interest at the venue/event
- Entry and exit points at event venue
- Helplines
- Transportation Plan
- Facility providers

### **6.11 Safety & Security Plan**

#### **Safety**

Risk assessment forms the basis for designing the safety / security plan. Following are the salient components, but not limited to, of the event safety plan

- Safety Policy Statement
- Preventive and Mitigation Measures based on Risk Assessment
- Crowd Control measures
- Integrated approach
- Infrastructure plan
- Traffic Plan
- Medical & Communication Plan

#### **Security:**

- Physical Security
- Area Security
- Health security

#### **Preparedness & Capacity Building**

- Emergency Operation Centre (Control room)
- Public Information
- Awareness – (local as well as wide area)
- Services and Utilities
- First aid and basic health services
- Visitors flow management
- Transportation and Traffic Management
- Safety and Security Plan
- Contractors and supplier management plan
- Incident monitoring & reporting system
- Training and exercising

## **Health, Hygiene and Medical Services**

- Safe Drinking water availability (location, sources,)
- Toilets (location, numbers for males and females, cleaning schedule, and responsibility etc.)
- Waste Management (garbage bin arrangements, waste collection schedule, recycling plans)
- Medical facilities (number of beds, equipment available etc.), staff (number of doctors, surgeons, paramedics, nurses etc. and their expertise), number of ambulances available (with/without life support systems) and their locations

## **6.12 Roles and Responsibilities**

### **6.12.1 Visitors**

- To get acquainted with the venue/event, routes, facilities and emergency procedures
- To abide by the laws, and local regulations in place (fire, traffic, ...) at the venue
- To exert peer pressure on miscreants involved in fighting, pushing, provoking crowds etc., which may lead to heightened safety risks
  
- To report emerging situation
- To provide feedback and exert pressure on venue/event managers to have continuous improvements in facilities and the arrangements

### **6.12.2 Event Organisers/ Venue Managers**

1. To acknowledge and accept the obligation to facilitate patrons in having safe, hassle free, and memorable experience at the venue/ event
2. To develop, implement, review, and revise the disaster management plan by working closely with various stakeholders
3. To comply with the central, state, local laws and regulations
4. To get all the necessary approvals from local administration, police, fire, electricity departments etc.
5. To share details of event schedules, venue, transport, medical, food, hygiene, and emergency facilities etc. with the concerned stakeholders

### **6.12.3 Police**

1. To maintain the law and order at events/venues and adjacent public property in close cooperation with local administration, event/venue managers, and the necessary support of the local community
2. To actively participate in venue assessment and preparedness checks
3. To restrict, guide, and regulate crowd and traffic movements
4. To prevent the commission of offences and public nuisances by close and regular monitoring at critical hazard points

5. To provide a prompt and humanitarian response to any threatening disaster situation in order to prevent escalation of casualty and to save lives

#### **6.12.4 Civil Defense/ NGOs/Volunteers/Village Disaster Management Teams**

1. To inform the local issues to the event/venue Managers, Police, and the administration
2. To constitute various focused group/committees viz. traffic control, people flow control, information, medical assistance, food, water & sanitation, mock drill etc.
3. To help in search & rescue and to provide first aid in case of emergency
4. To mobilise local resources (food, shelter, clothing, vehicles, ...) in case of disaster
5. To assist in relief distribution and recovery

#### **6.12.5 Code of conduct for media covering places of mass gathering**

The Press Council of India: Norms of Journalistic Conduct, 2010 lays down the code of conduct for media to be followed:

- Media must be objective, factual and sensitive.
- Media must inform and educate the people, not alarm or scare them.
- Natural or man-made hazards become disasters through acts of commission and omission of the society. Therefore, the disastrous impact can be minimized by preventive action taken by all the stakeholders including the media.
- Wide publicity to the do's and don'ts and the potential benefits of disaster mitigation so that the society follows them before, during and after the occurrence of the disasters.
- Complete cooperation between the media and all governmental and non-governmental agencies.
- The investigative journalist should resist the temptation of quickies or quick gains conjured up from half-baked incomplete, doubtful facts, not fully checked up and verified from authentic sources by the reporter himself.
- Intrusion through photography into moments of personal grief shall be avoided. However, photography of victims of accidents or natural calamity may be in larger public interest.
- Security at Places of worship, KSRTC Bus stands, Railway station, Market Places etc.,

#### **6.12.6 Role of media BEFORE a disaster**

- Analysis of sources of risks:
- Community Preparedness
- Controlling law and order situation:
- Keep a watch on anti-social elements and highlight suspected anti-social activities,
- Law and order machinery in restoring peace and harmony.

### **6.12.7 Role of media DURING a disaster**

- Site Situation- accurate information from the site of the disaster to the anxious public, which may help prevent rumours and hence panic.
- Advise the public about Do's and Don'ts to contain the effects of the disaster.  
Helpline
- Information Dissemination
- Can facilitate resource mobilization (e.g., help raise funds and material through appeals)

### **6.12.8 Role of Media After a Disaster**

- Can inform the public on post-disaster rehabilitation efforts being made by authorities and aid groups. It can thus also help maintain a public pressure on the authorities to act sincerely.
- Can help investigate the causes of the disaster for the concerned authorities to help prevent it in future.
- Can help generate expert opinions through debates/discussions for better prevention of such a disaster or better preparedness in the event of a repetition of such a disaster

### **6.12.9 Arrangements**

#### **Food, Water and Sanitation**

#### **Food**

1. No unauthorized vendors allowed anywhere.
2. Food samples from the eateries/ hotels and camps to be sent for testing. (Refer to the briefing).
3. Random inspections of eateries/ hotels/ camps and langars.
4. Medical inspection of cooks for contagious diseases.
5. Since large number of Police Personnel & Home Guards are being drafted for bundobast duty, arrangements will be made for their accommodation, food & drinking water.
6. Arrangements for boarding and lodging for the cultural troupes.

**MAY I HELP YOU KIOSKS** - to be located at vantage points/ places manned by civilians under the guidance of Police carrying logo of Karnata State Police. KIOSKS to provide information regarding

1. Venues of Programmes
2. Routes/Directions/Destinations of places of tourist interest, Bus stand, Rly stn etc.,
3. Timings of Rail/Road transport services
4. Hotels/ Home stay
5. Parking/One way/ Ambulance/ Hospital
6. Booklets containing FAQs
7. Police contact numbers
8. Precautions regarding theft

## **Water**

1. Water filtration plants new.
2. Water purification of all stored water.
3. Security and protection of all water tanks.
4. Water sample testing on daily basis.
5. Water points along the routes with 100 ml disposable sealed bottles.

## **Hygiene and Sanitation**

1. Drainage lines construction.
2. Sanitation at the camps – 1 latrine for 20 persons for planned capacity and 1 bathroom for 30 persons..
3. Disposal of sewage – liquid and solid treatment plants.
4. Drainage clearing in the city.
5. Cleaning of rivers.
6. Ensuring waste is not drained into rivers and nallas.
7. Contractual employment of staff for cleaning drains.
8. Employment of additional Garbage Disposal Teams, Vans.
  
9. Placing of Wet and Dry bins at places along the pilgrims routs, camps, railway stations, bus stands and all public places.
  
10. Anti-beggar drive and anti-stray dogs drive from 20<sup>th</sup> Oct 2008 onwards.
  
11. Toilet facilities at Starting Point of pilgrim route, with arrangements for waste disposal and garbage clearance as well as anti-stink measures.
  
13. Garbage Disposal Bins with lids all along the route. Garbage has to be disposed more frequently. Garbage disposal near the airport and helipads should be more efficient to avoid birds hits with the aircraft.
14. Community should be advised through announcements and boards not to litter the areas.

## **Traffic Routing and Related Issues**

1. No Vehicle Zone, No Heavy Vehicle Zone and Shuttle Service Zone have been identified.
2. Bus stands have been relocated and routing of the buses has been identified.
3. KSRTC Buses passing will be routed on the outskirts.
4. Traffic passing will be diverted partly if required. These routes and tie-ups will be ensured by the SP Bellary or Hampi Dy SP.
5. For the population staying in No vehicle Zone, a separate two wheeler and four wheeler car park will have to be made and all those vehicles will have to be parked there with a system of halogram and 24 hours guarding and checking.

## **Security at the Helipads**

1. Watch towers helipads.
2. Floodlighting of the runway and helipads.
3. Helipad to be 75 mtr diameter for each helicopter with a gap of 50 mtr.
4. Heli-marking ('H') with 18" white paint on hard surface.
5. Firefighting equipment, fire tenders and ambulance with medical team.

6. No trees, tele and electric wires within the vicinity (75 mtr of outer perimeter).
7. Residential areas around both to be screened.
8. Deploy sharp shooters and radio communications on high rise towers/ buildings on the periphery.
9. Access control round the clock.
  
10. Bomb Disposal Unit and Mine detectors to check these before landing and certify, each time.
11. Major bandobust places with very high police public interface
12. Strict access control by using HHMD and DFMD
13. Cameras installed
14. Surveillance Cameras at key places to monitor the movement of crowd and vehicles.
15. Surveillance cameras will be installed at other sensitive locations.
16. Effective use of PCR Vehicles.
17. Use of ASC teams
18. Mufti men in large numbers will be deployed in all places of functions as well as in the procession.
19. Anti-Sabotage check will be done in all the venues and routes by using DFMD & HHMD and sniffer dogs.
20. Intelligence staff will be deployed to collect advance intelligence
21. Precautions like Ambulance, Fire force etc.,

## **Liaison and Information Management**

### **Mock Drill/Exercise**

- a. Nodal Departments.
- b. Nodal Officers.
- c. Roles & Responsibilities.
- d. Standard Operating Procedures.
- e. Resources
  - i. Manpower.
  - ii. Logistics/equipments.
  - iii. Expertise

## **Chapter7**

# **STANDARD OPERATING PROCEDURE (SOPs) FOR OFFICERS**

### **7.1 Introduction**

The Government of India in the DM Act-2005 provided for systematic devolving of roles and responsibilities at every level up to the local authority. At the state level, the SDMA and the Department of Disaster Management are the apex bodies for policy, planning and management of natural and man made disasters in the state. At the district, DDMA headed by the DC and line departments have been assigned the powers and functions for effective Disaster Management. The local bodies such as PRIs and ULBs are responsible for local level disaster management. However, provision for convergence in the matters of resources, coordination and response among various levels has been laid down. In this chapter the SOPs and Roles and responsibilities of various levels of functionaries are described. The plan provides the SOPs and roles and responsibilities of Officers before, during and after the disaster.

- SOP FOR DEPUTY COMMISSIONER
- SOP FOR COMMISSIONER HWHAMA
- SOP FOR SUPERINTENDENT OF POLICE (SP)
- SOP FOR DISTRICT HEALTH OFFICER (DHO)
- SOP FOR ASSISTANT COMMISSIONER
- SOP FOR TAHSILDAR
- SOP FOR DEPUTY SUPERINTENDED OF POLICE
- SOP FOR CIRCLE INSPECTOR (LAW AND ORDER)
- SOP FOR INSPECTOR (TRAFFIC)
- SOP FOR DY. DIRECTOR OF FACTORIES
- SOP FOR THE REGIONAL FIRE OFFICER
- SOP FOR FIRE STATION OFFICER
- SOP FOR HOME GUARDS COMMANDANT
- SOP FOR SUPERINTENDENT ENGINEER PUBLIC WORKS/HIGHWAY
- SOP FOR DEPUTY DIRECTOR OF ANIMAL HUSBANDRY
- SOP FOR RTO
- RESPONSIBILITIES OF OTHER LINE DEPARTMENTS
- SOP FOR EXECUTIVE ENGINEER KPTCL
- SOP FOR EXECUTIVE ENGINEER OF PANCHAYAT RAJ ENGINEERING
- SOP FOR DY. DIRECTOR, FOOD AND CIVIL SUPPLIES
- SOP FOR DISTRICT INFORMATION OFFICER
- SOP FOR ENVIRONMENTAL OFFICER POLLUTION CONTROL BOARD
- RESPONSIBILITIES OF OTHER LINE DEPARTMENTS

## Chapter 8

### Important Emergency Contact Numbers and Resources

Phone Numbers and Addresses and Resources Available

- District Administration
- HWHAMA, DAM
- Line Departments
- Private Agencies
- PRIs
- Etc

#### HWHAMA Based Officers

Hampi world heritage area management authority  
Administrative Unit, I.S.R. Road, 1st Floor, HUDA Building,  
Hospet, Bellary District. pin: 583201  
ph: 08394-221022  
email: hwhama@gmail.com

Hampi world heritage area management authority  
Technical Unit, Ambedkar Circle, Kampli Road, Kamalapura,  
Hospet Taluka, Bellary District  
ph: 08394-241661  
email: [hwhama.technicalunit@gmail.com](mailto:hwhama.technicalunit@gmail.com)

Town Police Station, Gangavathi: 330633  
Tahasildar Gangavathi 08533-230929  
EO TP Gangavathi: 08533230230  
GANGAVATHI Municipal Commissioner -08533-230802, 9740241226  
**HWHAMA Commissioner : 9449817210**

Superintending Archaeologist, Archaeological Survey of India, Bangalore Circle, 5 <sup>th</sup> floor, F-Wing, Kendriya Sadan, Koramangala, <b>Bangalore.</b> <a href="tel:080-25537734">Tel:080-25537734</a> Fax:080-25522531 Email:circleba.asi@gmail.com	Deputy Director, Archaeology, Museum & Heritage Department, <b>Kamalapur</b> Hospet (Tq) Bellary (Dist) Tel & Fax:08394-241281 Email: <a href="mailto:deputydirector.kml@gmail.com">deputydirector.kml@gmail.com</a>
Vice chancellor Kannada University, Hampi <b>Vidyaranya</b> Hospet (Tq), Bellary (Dist) Tel: 08394-241334 Fax:08394-241337	Site Manager, Archaeological Survey of India, <b>Kamalapur</b> Hospet (Tq), Bellary (Dist) Tel & Fax:08394-241237 Email: <a href="mailto:asibgl.hsm@gmail.com">asibgl.hsm@gmail.com</a>
Deputy Environment officer, S.No:597, Ward No:25 4 <sup>th</sup> main road, near Dr.Vishnuvardhan park Kuvempu Nagar, <b>Bellary</b> Tel & Fax :08392-240514 Email:bellary@kspcb.gov.in	Secretary, Tunga Bhadra Board, <b>Tunga Bhadra Dam – 583225</b> Hospet (Tq), Bellary (Dist)

<b>Telephone Numbers of State Govt. Departments in Bellary District</b>					
<b>Sl.No</b>	<b>Officer</b>	<b>STD Code</b>	<b>Office</b>	<b>Residence</b>	<b>Mobile</b>
<b>1. REVENUE DEPARTMENT</b>					
<b>Deputy Commissioner's Office</b>					
1	Deputy Commissioner	08392	277100	277300	-
2	Additional Deputy Commissioner	08392	277204	268229	-
3	Elections Tahsildar	08392	277019, 272887	-	-
4	Assistant Commissioner, Bellary	08392	277413	247510	-
5	Assistant Commissioner, Hospet	08394	232209	432233	-
6	Deputy Director, Food & Civil Supplies	08392	272557	268387	-
7	Assistant Director, Muzurai	08392	270621	-	-
<b>Tahsildars</b>					
1	Bellary	08392	277415	279538	-
2	Hadagali	08399	240238	240208	-
3	H.B. Halli	08397	238255	238535	-
4	Hospet	08394	224208	228689	-
5	Kudligi	08391	220225	220328	-
6	Sandur	08395	260241	260311	-
7	Siruguppa	08396	220238	220162	-

The remaining details are given in the Plan.