

CHAPTER–ONE

INTRODUCTION

1.1. Background of the Study

Nepal is a democratic republic country located in southern part of Himalayan. Diversity in culture, language, religion, climate and ethnicity are jewels of Nepal. The country is surrounded by two most emerging economic powers of the world, India on the east, west and south and China in the north. Nepal, being a country of natural beauty of the world is the dwelling place of millions of flora and fauna.

Nepal is the small landlocked country with an area of 147181sq.km. With 885 km length from east to west and 193 km. breathe from north to south. It occupies 0.003 percent of area of the total area of the world and 0.03percentage of the area of Asia. It lies

between $80^{\circ}4'$ and $88^{\circ}12'$ East longitude and $26^{\circ}22'$ and $30^{\circ}27'$ North latitude. Nepal has a wide altitude variation range from 60 m south to 8848 m in the north. Topographically, Nepal is divided into three regions i.e. Hill, Mountain and Terai. Nepal is broadly divided into tropical, warm temperature, cool temperature, alpine and tundra. Within this small area of the world, rectangle of topographical and hydrological extremes host over 6,500 flowering plant, 181 mammals, 862 birds and 640 butterfly species. It is also home to near about 27 million people. Although Nepal occupies only 0.003% of the surface of the earth, it has nearly 5% of mammalian species of the world total. (wikipedis, 2014)

Nepal is an agricultural country where more than seventy-six percentages of population have major occupation as agriculture (Informal Survey, 2011-012, CBI). Agriculture contributes 35.52% i.e. one third only in national GDP (Gross Domestic Product) and it is the major source of employment for skilled and unskilled labor as it is only traditional and not commercial or modern phase of production. Besides agriculture, tourism appears as a growing industry today, which not only earns foreign currency but also provides job to the large number of population directly or indirectly. It also helps other sectors as agriculture, travel and tour, guides, enhancement of

environmental protection, cultural exchange and transformation of rural livelihood to modern and prosperous lifestyle etc. It can turn as cash crop and a backbone for the development of rural area of the country if it can be developed properly. Due to various problems prevalent in the country, industrial development is not successful in Nepal and we are unable to modernize agriculture to fulfill national need and export in foreign country. In this context, tourism industry could be a strong agent to solve the unemployment problem in the country and increase per capita income through the earning of foreign currency. There are several possibilities for the development of tourism in Nepal due to its richness in natural beauty, cultural diversity, and climatic diversity and so on. For the uplifting the standard of the rural people, tourism could be one of the best options and it is the most too.

Tourism started in Nepal in 1950s. Though Nepal offers different types of tourism: it is most famous in the world as one of the best adventure activities in Nepal, trekking is by far the most popular. The diversity in nature and a range of exotic culture makes Nepal an ideal destination for trekking. Trekking in Nepal provides an opportunity to observe the indigenous culture and enjoy the beauty of nature undisturbed by the influence of modernity, offering a myriad of possibilities from the short and easy to the demanding challenges of the snowy peaks. (NTB, 2009) Nepal has been called “A Trekker’s Paradise” as its terrain- mountains, hills and the Terai offers some of the most spectacular trekking routes in the world. Trekking in Nepal is as much a cultural experience as a Himalayan adventure, and perhaps is the best way to experience Nepal, the unbeatable combination of natural beauty and cultural riches to walk through them.

Nepal is rich in so many ways; in its topography for those interested in climbing, trekking and ad-venture; and in its culture and heritage for those interested in discovering another way of its life. Nepal will never forget as a land of snowcapped mountains and quiet river valleys of ancient pre-served cities and towering pagoda temples, of friendly people and fascination folkways. It is a 7 country of amazing extremes offering unique pleasures for everyone-tourists, trekkers, poets and those in search of personal Shangri-La (Robert, 1990).

Nepal possesses a unique feature of diversity in the societal combination of civilization `as we can find more than dozen of different castes and ethnic people

residing in harmony with arm in arm in need. Their multi-typed religion, beliefs, languages, rites and rituals, traditional and indigenous knowledge are the mirror of diversity for all who are keen to Nepalese society. More than 92 languages and more than 120 ethnic groups residing within the country (CBS, 2010) prove how rich Nepal is in diversities.

Nepal is rich in cultural diversity also. About 70 percentages of Nepalese were Hindu. Buddha was burned in Nepal. And other religion population also stayed in here with grate harmony. Hindus and Buddha temples and Gumbas are the religious attraction of Nepal. Buddha was burned in Lumbani, people of the world who worship the lord Buddha are come to visit in Lumbani the birth place of Gautam Buddha. Similarly Pasupati Nath is the great goddess of the Hindu it lays in Kathmandu Nepal. Many of the temples of the Hindus like Manakamana, Mukthinath, Maulakali, Sworgadwari and so on lie in Nepal. It promotes the national and international tourism. Many of the Indians and Nepalese were visit in these temples.

We have different culture of repetition of guest. Different cast are lived in a small area in here and diversity in environment also. This holds the differentiation of people culture and entertainment system. Gurung have a kind of culture in hilly reason whereas Tharu have another kind of culture. If a tourist go to hilly reason he found different entertainment in there and if he goes to Tarai he found another kind of entertainment. So Nepal Is a rich in diversity as well as culture.

Directly and indirectly tourism industry generates two types of employment in community. Direct employment is created for those people working in various sectors of tourism industry like, travel and tourism, accommodation, catering services, handy craft, etc. Indirect employment created by tourism refers to the job of those people who manufacture the goods and provide services which are purchased by business men and organization to serve the tourist directly. It has brought changes in socio-culture and environment. It helps to develop the infrastructure like road, electricity, water supply, health, education, telecommunication and brings changes in living standard of people, behavior pattern of peoples dress, life style, family structure, language, social structures, social norms and value, food habit, and traditional custom as well as. It helps to increase awareness for nature conservation (browse, 2011). Nepal is the ultimate destination for adventure and culture lovers; and has become one

of the prime destinations in the world. Tourism has now become a globally recognized industry and is second industry beside agriculture which is the main stay of Nepal's economy after foreign aid. It helps to bring employment, income, and revenue for communication, health and postal services, hygienic and cleanliness. Tourism is established as a major contributor to Nepal's economy as it provides direct and indirect employment for over 500,000 people (NTB, 2010). The tourism sector is considered as a key to strengthen the national economy, improve living standards and reduce poverty, as well as help to preserve cultural traditions. Different regions are opened for trekking. Among them Annapurna Region is one of the most popular trekking destination, receiving about more than 60% of the visitors who come to Nepal for trekking. The unique biodiversity, the scenic grandeur in combination with the multi-ethnic diversity makes it the world's most popular trekking destinations.

There are number of areas in Nepal where the local people are earning their lives through trekking guide profession and welcoming those trekkers. Everest Trekking, Manaslu Trekking, Langtang Trekking Amadablum Trekking, along with the ninth world's most famous trekking are that is none other than Annapurna Trekking are major trekking areas which can change the living standard of the people in the very areas. (NTB, 2010)

Trekking people or trekking tourists are those people who enjoy the scenarios of the nature through walking adventurously. They enjoy the local lifestyle of the concerned places through walking and being the intimate with local people. Mainly, there are two types of trekking are prevalent: 1) Tea House and 2) Camping. Tea House is for such types of trekkers who go to the destination on foot and enjoy with local ones and Camping refers to such trekkers who visit the places on foot with their needed amenity taking themselves. As they reach the destination, create the camp of the tent, cook food and enjoy under the open sky of nature and not in any house or elsewhere previously manufactured buildings.

Trekking area along the Annapurna is easily accessible, hotels in the hills are plentiful, treks here offer good scenery of both high mountains and lowland villages and it offers different facilities and less strenuous for trekkers as compared to trekking in other regions of Nepal (The Trekking Guide, 2000). Due to all these

reasons, trekking in Annapurna has become popular in the world. With the objectives of achieving a balance between the environment conservation and socio-economic development through people's participation, the Annapurna Conservation Area Project (ACAP) was launched under the aegis of NTNC. ACAP administers the entire Annapurna Region, which is working to conserve the natural and cultural resources of the area. ACAP is the first and the largest conservation area in Nepal, which was launched in 1986. It covers an area of 7629 sq.km. In an innovative approach to environment protection, it was declared as "conservation area" with equally rivaled by its rich cultural diversity. The natural and cultural features of ACAP have made it the most popular trekking destination in the country, drawing more than 60% of the country's total trekkers which is three times greater compared to the Everest Region, the country's second most popular trekking destination (National Trust for Natural Conservation, 2010).

ACAP follows the three grass root philosophy of maximum people's participation, sustainability and its role as at catalyst (facilitators) whereby the local people are involved in all aspects of the conservation and development process, both as principal factors and prime beneficiaries. It covers 55 villages development of Nepal and spreads out in 5 districts of the Western development of Nepal.

Manang is 240 km north from Kathmandu. It is situated at an altitude of 2630 meter from the sea level. It lies between 028°31'71" north longitude and 084°18' 24" east in latitude. Headquarter of Manang district is Chame. The study was started from the border points of Manang and Lamjung, however the trekking rout of Annapurna circuit is started from Khudi Lamjung. It is possible to go to Manang by bus from Kathmandu to Beshishar then take jeep from Beshishar to Chame. In between Kathmandu to Manang we can go through Prithivi highway. From Dumre bazar we leave the Prithivi highway and turn left to catch Bhanu Bhakta Rajpath. After 48 km we can reach in Beshishar. Khudi is entry point of trekking route. From Beshishar to Khudi there is graveled road. Plenty of panoramas on the trekking routes make the trekking more enjoyable. This route is on the bank of Marshyandi River either crossing left or crossing right.

There is some small bazaar or settlement which is famous in on the route by serving the tourist. Some bazaars from Khudi to Tal are; Bhulbhule, Ngadi, Bahundanda, Ghermu, Sheyange, Ram Bazar, Shirchaur, Tallpo Chippla, Mathilo Chippla, Jaga, Nachkuche, Ghatte Khola, Chamche, Sattalle and Tal in the trekking route. Among them, some are east from Marshyandi River and some are west. The road of Khudi to Manang is constructed from the west side if Marshyandi River. The places which are adjacent to the road access have prosperous life and the places which are not nearby or the eastern sides are pitiably back warded.

According to the government policy of the motor roads to be reached in all 75 district headquarters, the eighth worthiest trekking spot of the world was also in connection of this infrastructure. In the government perspective, it is right to facilitate the country people for the betterment of their living standard. On the contrary, the access of the road has endangered the trekking adventurous tourists, locally associated elites, businessmen, and the common people who used to earn their life as potters for their lives because no one needs to be worried about reaching the destination uncomfortably. More than a week's schedule of trekking has been squeezed within 12 to 16 hours.

1.2. Statement of the Problem

Tourism industry began to grow rapidly after the restoration of democracy in 1950 A.D. Before 1952 there was poor infrastructure, poor transportation facilities and tourist attractions except Mt. Everest. Gradually the different locations were identified and different organizations like NTB (Nepal tourism Board), Ministry of Tourism, Membership of Nepal in PATA (Pacific Asia Travel Association), WTO (World Tourism Organization) and Introduction of Nepal Airlines Corporation was milestone in development of tourism.

The Annapurna region is popular for its combination of high peaks, spectacular natural and cultural landscapes, and high cultural diversity. The area surrounding the Annapurna range in western Nepal has long been recognized both nationally and internationally for its richness and varied flora and fauna. The Annapurna Himalaya Region features the world's deepest gorge, Dana in Kali Gandaki, between Dhaulagiri and Annapurna ranges stretching from tropical lowlands lush temperate rhododendron forests in the south to a dry sub-alpine steppe environment on the northern range, the

Annapurna Region includes an outstanding variety of wildlife habitat and vegetation. The Annapurna region is indeed endowed and enriched by the varied and cultural attractions. The altitude of Annapurna region varies from less than 1000 m to 8091 m (which is the height of mountain Annapurna, the 10th highest peak in the world). The sharp altitudinal variation has made this region one of the most fragile spectacular and interesting places in the world. This region is rich in biodiversity. There are around 474 species of birds, 102 species of mammals, 39 reptiles, 22 amphibian species and 1226 flowering plants; it is the home of over 122,000 people of various ethnic cultural and linguistic groups. (NTNC, 2010)

The Annapurna Region has nature gifted natural assets, river basin, mountains and Himalayan scene, bio-diversity, cultural uniqueness to attract tourism from all over the world. It is the most popular trekking destination in Nepal, as trekking in this region will give a chance to understand the local people livelihood and their culture. As crowned and embroidered by the natural and adventurous beautiful panoramas, the aim of motor road has finally killed them in the context of tourism spirit. The road not only has spoiled the beauty and adventure of the trekking, it has also snatched the earning way of the local as well as other concerned people. Therefore, the main aim of the research is to identify the impact of motor road on the trekking of Annapurna circuit on the targeted place. There are several problems arose with tourism in the places near the tourist centers. This research is expected to seek answer to the following issues:

- What is the impact of tourism on livelihood of the people living in the study area?
- What is impact of tourism on employment opportunities to the people of the study area?
- What is impact of tourism on education of local people?
- What is impact of tourism for promotion of agriculture production and handicraft in local area?
- What is impact of tourism on awareness and empowerment of local people?
- What is impact of tourism for promotion of agricultural production in local area?

1.3. Significance of the Study

The worldly environment is being deteriorated through the different activities launched by the mankind. It is also said that the largest natural disasters or the calamities are also the result of human's inhuman activities for the natural encroachment in the environmental sectors. The beauty that is gifted by the nature cannot be compared to the manmade rubbles. One of the major trekking spots in the world and let alone in Nepal, the Annapurna Conservation Area (ACA) has been facing the critical problem for the government has recently launched the motor road in the name of facilitating the local people but neglecting the real spirit of their betterment for living standard which could definitely be enhanced or boosted up through the tourism industry. The hilly peaks are in the step of modernization of infrastructure, the gorges are being crossed by the vehicles, but the spirit of trekking, tourism and the natural beauties are being run over by their wheels.

Therefore, it was not only the benefit to make the research in Impact of Motor Road in Trekking Route of Annapurna Circuit but also the fairness which has clarified the problems with the ways of solution to cope in for the future in such related aspects although the study of research on this subject was initiated for the fulfillment of Master's Degree in Rural Development. Despite the number of investigations, or the researches, the spirit of this research and its contribution can be the Bridgestone to explore the permanent solutions of the whole problems which are expected due to the very scenarios envisaged for the future generation's sustainability.

The major importance of the study is to explore the impact of the road in the local living standard of the people in the respective areas; it has explained the current status of the development on one hand and the recklessness of the tourism and trekking mottos on the other hand. The collapse of natural beauty into crooked skeleton and adversely the impact of road in increasing poverty, joblessness and social anarchy (which should have been for overall prosperity) have been tried to be mirrored as they are.

Furthermore, with the help of effective measures, policies and strategies, case study, trend of its use and relates aspects, the research can be the masterpiece for the planners, policy makers, sociologists, anthropologists, economists, ecological

developmentalists, nature lovers, social experts, development experts, developmental organizations, eco-friendly facilitators, students, teachers and even to the other researchers by providing them the ultimate result concerning the very matter related topics for the betterment of sustainable eternity. Thus, the findings of the study have been expected to be the milestone for all.

1.4. Objectives of the Study

The objectives of the study are set as follow:

- To examine the impact on employment of tourism after construction of road for the people of the study area.
- To identify accessibility of transportation of goods from one places to another place after construction the road in the study area.
- To explore the changing income status of the different hubs of the study area.
- To identify the positive and negative impact of tourism activities in culture of local people.

1.5. Limitation of the Study

The study has its own limitation due to the availability of time and resources, so the study will have following limitation

- This present study will be focused only in Dharapani and Chame VDC.
- This study is only focus on social, cultural, economic and environmental impact on local area and people of the area near by Dharapani and Cheme VDC
- The study will be based on sample survey, observation and interview.
- The study will be focused in road line area or different tourism hubs.
- Filling questionnaire and taking interview will be conducted with hotel owner, local people, hotel worker and key informants of the area in limitation numbers only.

Besides there is limitation of time and there will be limitation to collection the micro level data from different tourism hubs of Annapurna circuit in the road accesses area.

CHAPTER–TWO

REVIEW OF LITRATURE

Review literature makes easy to explore the research problems on different fields of study. It guides to new researcher to gain the technique of further researcher procedures and set objectives of the further study. The review literature process can be helpful to plan and conduct the research systematically and scientifically. In order to make the study more reliable and comprehensive few available articles, bulletins, reports, books and others relevant studies has been reviewed.

2.1. Concept and Review

The word tourism is derived from Latin word *tornare* and Greek word *tornos*. The word tourism has several. A person who involved in travel one place to another is tourist. Traveler, student, job holder or other person who migrate for short time or not permanently is called tourist. Tourism always involves touristic movement like a circle, a tour represents a journey that it is a round trip, i.e. the act of leaving and then returning to the original starting points and therefore, one who takes such a journey can be called a tourist and the process is known as Tourism (Kunwar, 2002).

Leiper (1979) postulated that there are three approaches in defining tourism: economic, technical and holistic. Economic definitions identify a tourist in order to provide a common basis by which to collect data, Holistic definitions attempt to include the entire essence of the subject (Ghaju, 2011).

Tourism is a study of man away from his usual habitat (Jafari, 1997).In additions, Mathieson and Wall (1992) conclude that tourism is the temporary movement of people to destinations outside their normal places of work and residences, the activities undertaken during their stay in those destinations and the facilities created to carter to their needs (Ghaju, 2011).

Tourism sector covers very vague scope of traveling activities. So there are various kinds of purposes, style and activities in that field. Those kinds of activities are

classified as types of tourism. Although there is no one accepted way of classifying different types of tourism, one could classifying tourism into four general types namely leisure tourism (shopping, general observation), recreational tourism (mountaineering, fishing, trekking, rafting etc.), cultural tourism (archaeological, historical sites) and eco-tourism (birds and wild life watching, photography, scenery, scientific tourism etc (ICIMOD, 2013).

A type of tourism is classified as Dahal Om Prasad in his work 'Rural tourism' (2060 BS) as international tourism, domestic tourism. Tourism also classified based on purpose and destination. It is classified as 1) Eco-tourism 2) Recreational tourism 3) Cultural and Religious tourism 4) Historical tourism 5) Agro-tourism 7) Health tourism 8) Sports tourism 9) Business and conference tourism 10) Space tourism etc.

(Satyal, 1998) In his profile 'Tourism in Nepal' has classified the Nepalese tourism in six categories:

1. Pleasure tourism
2. Recreational tourism
3. Sporting tourism
4. Cultural tourism
5. Business or technical tourism
6. Conference tourism

According to Velen Smith different types of tourist are explorer tourists, elites tourists, off-beat tourist, unusual tourists, incipient mass tourists, mass tourist, charter tourist, holiday tourists, business tourist, sports tourists, health tourists, study tourists, religious tourists, family tourists and mission/meeting tourists (khrel B.P., 2068 B.S.)

2.2 Tourism in Nepal

In the 20th century tourism has emerged as one of the fastest growing industries worldwide. Tourism has become one of the major tools for the socioeconomic transformation in developing countries such as in Nepal. Nepal is regarded as a well-known destination on the world tourism map. The current political situation is stable, which has provided a strong base for the development of tourism industry in Nepal. The newly formed government has strong plans and policies which help to promote sustainable tourism in whole country. To develop the tourism sector the government should be able to line with local needs and aspirations, conservation of environment, maintain the culture value, and the need for foreign exchange earnings and employment. At the same time it should respond to the global threats such as energy crises, climate change, economic recession and wars between various countries, government should be able to use tourism as an effective tool for socioeconomic transformation and poverty reduction (UNWTO, 2012).

Global tourism trends have increased tremendously, in 2008, international tourist arrivals reached 924 million, representing a growth of 2% from 2007 (UNWTO 2009, 3). World trade organization (WTO) forecast that the number of international tourist arrivals worldwide would be increased to almost 1,6 billion in 2020 (WTO 2001, 10). and the tourist arrival in South Asia is expected to reach 19 million in 2020, as the result South Asian markets share will be increased to 1, 2% (WTO 2001, 19). The WTO report also forecast that East Asia and the Pacific will be the major tourist's attractor continent in the world within 2020. Tourism is continuously growing as a major service sector in both developing and poor countries. It has the potential to provide a genuine competitive advantage to poorer and the least developed countries. (UNWTO 2007.)

The direct contribution of travel and tourism to GDP was NPR 53,5bn (4% of total GDP) in 2011, and is forecast to rise by 4, 7% in 2012, and to rise by 3, 7% pa, from 2012-2022. Travel and tourism directly supported jobs 412,500 jobs and the indirect economic employment was 952,500 jobs, this expected to rise by 3.8% in 2012, and expected to rise by 3,1% pa in 2022 (Council, 2012).

Tourists are attracted to Nepal by the charismatic sights, incredible mountains, ancient cultures and religions. Nepal is rich in biodiversity; the hills of Nepal are home to different ethnic groups. Nepal has unlimited tourism potentials, tourism products around social and cultural events could be developed in a new form such as adventure sports. Unfortunately tourism products that are available in Nepal are not exploited optimally. The Government of Nepal has recently formulated its Tourism Vision 2020, which focuses on creating employment in rural areas including women and marginalized communities, distributing tourism benefits at grass-roots level and enhancing community participation in tourism activities (MoCTCA, 2007, 2009, 2010).

Today, tourism reaches out to every aspect of Nepalese life and it benefits various sectors directly and indirectly. Tourism generates employment opportunities and helps in the promotion and conservation of the art and culture of country. Nowadays tourism and its activities are increasing gradually; tourism itself is one of the foreign currency earners in the country which definitely is making a significant contribution to the economy. The Government of Nepal and The ministry of culture, tourism and civil aviation (MOCTCA) have been actively promoting tourism in Nepal and also been motivated to the private sector for their participation in the development of tourism. The government also gives equal importance to conservation of culture heritage, lifestyle, natural resources and human resources. (MoCTCA, 2007, 2009, 2010)

After the election in April 2008 Nepal has been declared a republic country at on May 2008. From this point forward tourism in Nepal has been encouraged by the recent stabilization of the political situation and it is expecting more intensive growth in the tourism industry. Beside this the political parties in the parliament also committed to the tourism as the back bone for the Nepalese economy. Nepal tourism board (NTB) is promoting new Nepal as a new tourist brand name and the state budget for the touristic sector is also growing. The vision of Nepalese tourism is establishing the Nepal Tourism Board as the leading organization for championing the innovative practices of destination marketing and development of the tourism sector. The most important vision is to promote Nepal as the number one mountain-based tourism

destination in the world as a brand. This helps to maximize the tourism benefits by developing Nepal as a premier holiday destination in the world (NTB N. T., 2013) .

The United Nations has categorized it as a Least Developed Country given the country's high levels of poverty and economic vulnerability and low level of socioeconomic development relative to others (UNDP, 2010). The country is geographically positioned among eight of the world's 14 highest mountains in the central Himalayas and it shares the world's highest summit, Mt. Everest, with Tibet to the north. Of Nepal's total landmass, 83% consists of mountain landscapes (Gandip, 2014).

Nepal is a reputed touristic destined country in the World. We can find several products of the tourism field of the world except tourism facilities on sea. This is the birth place of Gautam Buddha, Lumbini which is an essential trekking-trip place in the world. The Mt-Everest, trekking-trip which is also the highest Trekking-trip in the world and Hindu religious stuff including the full of art, cultural Kathmandu Valley is the most significance place belongs to Tourism sector. There are distinct natural scenarios as 'Pulhill' Myadi including cultural diversities because of residential situation of the more than 120 ethnicities and castes in Nepal. This is the first destined country for world tourists because of availability of the rafting in the several rivers, Paragliding over the distinct hills, Sky-dive over the Mountains, Banjo-jump on the deep corner of the land, river and Film shooting scenarios including the circuits for short distance and long distances for courageous tourists in Nepal. The Annapurna Circuit supposed to be reputed Circuit along with the 10 circuits of the world. Let's present that the short experiences belongs to it. Nepal is not a country who should be search the markets and labors for product the goods and services as well as natural and biological diversities. Its needs only market management skills. The consumers belong to China and India is enough to our markets who are innovating into the field of the globalized economical market situating with thick human density. Those tourists will be enough who come into Nepal as each and every year a-crossing the sea to visit the Lumbini and Mt-Everest if remaining the peace formation and political stability in Nepal. We should more attend to increasing attractive phenomenon of internal tourists also. However, ongoing constructive road has been impacting as the

negative way for the significance of trekking-trip and holistic environment (Sharma, 2014).

The Annapurna Himal is well known in Nepal and around the world for its beautiful mountains and its richness in ecological diversity. Thought of as a trekker's paradise the Annapurna Himal attracts more than 25,000 visitors over the short trekking season. Compared to the second most popular area Sagarmatha National Park the number who comes to the Annapurna area is nearly five times greater. Concern is growing that the number of international visitors will threaten the sustaining capacity of the area's environmental and cultural resources (Puntenney, 1990).

Gayawali in his study clearly reflects that the rapid increase in the infrastructure development like construction of building and cottage for hotels, lodges and commercial shops, construction of link roads are some of the responsible factors to create impact on the local environment such as chain in scenic beauty of the green forested hills, enhancement of soil erosion, soil waste and sewage disposal problems. Forest falling rate, changes in land use pattern, change in water run-off. Regarding other environmental problems, no significant noise as well as water pollution was observed during his research (Ghaju, 2011).

Nepal celebrated the Nepal Tourism Year (NTY) 2011 throughout the year 2011. It also marked the beginning of a new mission in Nepal towards the overall development of Nepal's tourism industry. The major objectives of this campaign were to attract at least one million international tourists to Nepal in the year 2011. The campaign focused in overall on a sustainable tourism development; it aimed to see at least 40% of the tourist arrivals visiting beyond the three main trekking areas. The campaign focused on overall tourism development, the main objectives were to improve and extend the tourism-related infrastructure in tourism sites, to enhance the capacity of service provider, build up the community capacity to cater for needs of tourists, and the promotion of domestic tourism for the sustainability of the tourism industry. The NTY 2011 campaign has been planned in conjunction with the tourism policy 2009 and the Nepal's Tourism Vision 2020. The tourism policy of 2009 describes Nepal as an attractive, beautiful, and safe destination in the international tourism market with great potential of economic transformation in the country.

Tourism policy 2009 gives emphasis to create self-employment opportunities for the general public and gives preference to combine eco-tourism and village tourism with the poverty alleviation. This campaign also strives to develop village tourism for the benefits of the general public and domestic tourism also receives special attention in these plans (MoCTCA, 2007, 2009, 2010). Nepal's Tourism Vision 2020 was developed by the Ministry of Tourism and Civil Aviation in consultancy with industry partners. According to Tourism Vision 2020 tourism regards as:

Tourism is valued as the major contributor to a sustainable Nepal economy, having developed as an attractive, safe, exciting and unique destination through conservation and promotion, leading to equitable distribution of tourism benefits and greater harmony in society (MoCTCA, 2007, 2009, 2010).

Tourism vision 2020 focuses of progressive programmes for building people-centered sustainable development for uplift the livelihood of the people living in every part of the country, by developing tourism infrastructure, increasing tourism activities, creating employment opportunities in rural areas has sharing the benefits of tourism at the grassroots level.

2.3 Mountain Tourism

Mountains have been a source of wonder and inspiration for human societies and cultures since time immemorial. After coastal regions, mountains may be second in global popularity as tourist destinations. There are a number of reasons that explain why people are attracted by the mountains, such as, to gain a sense of renewal and spiritual well-being, popularity of mountain tourism is the explosion of lowland populations and over-crowding in urban centers. Travelling to mountain areas, which already attracts up to 20% of global tourism, is increasing rapidly. Today the elements that attract people to mountains are clean air, diverse landscapes, rich biodiversity, and unique culture. According to Green, mountains are large masses of rock that rise above the surrounding landscape, high above the ground and 3,280 ft. (1,000) is generally considered to be a mountain. But the definition may vary (Green, 2009).

The development of tourism in the European Alps had already begun in the 18th century when artists, writers and poets travelled for educational, religious and health

reasons. In the beginning of 19th century climbers began to explore the peaks of the Alps. In the mountains regions, tourism as a mass phenomenon started in the second half of the 19th century with the first rail-roads crossing the Alps. In 1863, Thomas Cook led the first package tour to Switzerland. With the increasing number of tourists, cableways were established, the first one on to Rigi in 1873. A similar trend also occurred in North America, where the expansion of the railways made the Rocky Mountains accessible to tourists and mountain climbers in the late 19th century and a cog railway was built to take tourists to the summit of Pike's Peak in Colorado in 1891. (God-de, Price & Zimmermann 2000, 6.)

2.4 Trekking

A **trek** is a long, adventurous journey undertaken on foot in areas where common means of transport are generally not available. Trekking is not necessarily mountaineering; it is walking for a number of days, usually on uncharted paths, in challenging environments which are likely to be hilly or mountainous. A long journey on non-designated paths, which could last for several days and could be challenging, is trekking. It is more intense and energetic than hiking. Trekking is also known as backpacking but should not be confused with mountaineering. Trekking is popular in the Himalayan foothills in Nepal, India and Bhutan. The Andes in South America is also popular trekking Mecca.

2.4.1 Type of Trekking

Basically there are two types of accommodation facility in trekking- Tea house trek and Camping Trek. These treks are led by well trained professional guide and group leader the license is provided by the Ministry of Tourism, Government of Nepal.

2.4.1.1 Tea House/ Lodge Trek

Tea House / Lodge Trek In the famous trekking areas of Nepal, villagers facilitate trekkers building tea- house lodge in places such as Annapurna, Everest and Langtang. Tea Houses are similar like inns, with hot showers, western food, and private rooms (twin sharing). In this management, overnight ends with dinner and breakfast will be in Tea-houses (Lodges) and lunches in local restaurants on the way.

Moreover, while staying in locally owned lodges one can benefit and interact with the local community easily. It will provide you a distinct view of the Nepalese people and their lifestyle. On trek you are monitored by an English speaking local guide and all main luggages' is carried by porters, yaks or donkeys.

2.4.1.2. Camping Trek /Tented Camp

Camping Trek /Tented Camp on a camping trek you will spend your night in tents. In camping trekking the associating staff includes a guide, cook, Sherpa and sufficient porters to carry all trekking instruments are needed.

2.5. Trekking Tourism in Nepal

The trend of trekking tourism in Nepal came through mountaineering in the 1950s and 1960s. For a country with the world's highest mountain peaks, Nepal has been advertised as a mountaineering country in the world. In the early stage mountaineering was a seasonal affair, trekking to the base camp is very difficult; it will take many weeks for both porters and the trekkers. The impact of these kinds of activity in local community and foreign exchange earning was not satisfied. The 1960s and the 1970s, there has been increasing number of trekkers to the rural mountain areas. As the increasing numbers of trekkers and mountaineers began to travel on rural mountain regions, the government began to make policies and programs to support for the development of tourism. On the other hand the government also recognizes tourism as a comparative advantage for the development in inaccessible and remote regions of the country (Kruk, 2009).

The role of tourism for national development cannot be exaggerated in Nepal. The scopes of adventure tourism and green tourism have been increasing over time. The Annapurna Circuit is a unique and one of the best trekking routes in the world for the unique diversity from geographical, biological, climatic, cultural and social aspects. It is the area where which has demonstrated the success of conservation along with local development by involving local people.

With the increasing number of tourists in the region, some challenges have also emerged. The issue of mass tourism versus quality tourism becomes a concern when the number of tourists increases rapidly in such a small valley. Likewise, the issue of sustainability of tourism development is of prime concern and has already been noted in rural tourism destinations of developing countries (Nepal, 2008). In the meantime, there has been an increasing demand of infrastructure development such as road linking this area with Besisahar in the south. Whether motor road linking Upper Manang with the south is good for tourism development and prolongation of tourist stay in this area is debatable, let alone environmental effects of such activities in the overall pristine landscape of the area. The Besisahar–Chame–Upper Manang road, which is under construction, is a case in point. It mainly follows the existing trekking route and has already compromised the trekking attraction of the route. The search of alternative route and the diversity of tourism products in the villages are essential for extending the length of stay of tourists in Manang.

Manang is located at about 3500m ASL in the Manang district along the Marsyangdi River and on the northern side of the Annapurna massif. The CAMC contains about 230 households and 1,299 people, primarily Gurung and Ghale people (ACAP, 2009). It is the main settlement area of the Manang valley and the centre of cultural, political, and administrative activities of the valley. The Manang have a history as traders and merchants within and outside Nepal owing to the trade privileges they were awarded by the Nepali King in the 18th century, enabling them to sell local goods to other countries in South and Southeast Asia (Chapagain, 2009). Once the district was opened for tourism in 1977, many of these Manangi traders and businessmen had the capital to open hotels and tourism businesses, including shops and restaurants. Almost all international tourists visiting Manang are trekking the AC.

Manang was opened for tourism in 1977. The opening of Manang offered an excellent opportunity to trek around the Annapurna range which has become famous as the Annapurna Circuit Trek (ACT). This circuit trek has been enlisted as one of the world's top trekking destinations. It takes approximately 21 days to complete ACT and Manang takes 9/10 days to complete the same. This section of the trek starts from Khudi village in Lamjung district and it takes about 6/7 days to reach Manang village. The majority of trekkers usually spend an extra day in Manang for acclimatization before trekking over Thorang La down to Muktinath in Mustang district.

Entry of Motor Road in One of the World's Top Most Trekking Destinations!!??

Public vehicles are going to operate their services on the 68-kilometer-long road from Besisahar of Lamjung to Chame and Chame to Besisahar. The happiness of Locals of Manang knows no bound with the operation of transport services. The district is linked with road network thanks to the relentless labor of the Nepal Army.

An all-party meeting recently held under the coordination of Chief District Officer temporarily determined Rs. 950 as fare to reach the district headquarters, Chame. Similarly, the meeting also fixed transportation charge of one kg of goods as Rs. 13. The NA had taken the responsibility of constructing the road from Manang Chautara of Besisahar on July 16, 2001.

According to NA senior officer, Indiwari Gurung, they completed the target of the government of road construction on time. It is expected that there will be great change in tourism and local development of Manang district after the construction of the road. Before this, another district Mustang, which is also beyond the Himalayas, has already been linked with the road network. Department of Roads had started the construction of the road from Besisahar. Before this, the government had given the responsibility to the NA to construct the road as it was very difficult to construct it. The NA had completed the track opening of the road at a cost of Rs. 760 million. Two NA personnel had lost their lives last year in connection with the road construction.

Gurung said the NA fulfilled the wishes of the people facing different difficulties by completing the responsibility of road construction given by the government. Minister for Physical Planning and Works, Hridayesh Tripathi, who had recently carried out on-site visit of the road, highly appraised the NA for linking the district with road network. It is the most important achievement of Nepal army but its affect the most popular trekking roots of the world.

Annapurna Trekking route has been shortened after the construction of the road linking Besisashar with Chame. Around 100,000 tourists go on trekking in the route every year, it is learnt. For many years the Annapurna Circuit was one of the most

beautiful treks in the world. But in 2004 a general program was started in Nepal to connect all district headquarters by road. One road had to go to Jomsom and one to Chame. Soon it was decided that the roads should even go further to Manang and Muktinath.

The Annapurna Circuit was once a three week journey through the pristine valleys and villages of Annapurna range, but the construction of two roads encroaching up both sides has shrunken the route significantly. When the final road of Manang is completed, the date of which is unknown and consistently delayed, the road less section of the Annapurna Circuit may be reduced to as few as five days.

Despite road building, the Annapurna region continues to provide a bounty of attractive options for trekkers. Since 1967, when Jimmy Roberts, considered the father of modern trekking in Nepal, took a commercial group to the region, visitors have found and continue to find exceptional hospitality and unsurpassed panoramas in one of the world's favorite trekking areas.

When road-building along the Annapurna Circuit (aka the Apple Pie Circuit) began seven years ago, the widespread prediction was the days were numbered for this world-famous trek. Ironically, the rush towards modernization has saved the route by inspiring expansion into undiscovered areas away from the roads. "ACAP began to hear grumbles from lodge owners and travelers, and we searched for solutions - alternate trails," said Lal Prasad Gurung, Director of the Annapurna Conservation Area Project (ACAP).

The circuit route in central Nepal has long been considered a trek of a lifetime for its natural and cultural attractions. Its glorious centerpiece is Annapurna I (8091 m, 26,545 feet), the world's 10th highest peak and one of only fourteen soaring above 8,000 m (26,247 ft.). Although traversing alpine territory, the trek begins in the lowlands of the sub-tropics and gradually ascends to its high point, a pass known as Thorang La, 5416 meters (17,769 ft.), revealing extraordinary geological, ecological, and ethnic variance along the way. "It feels as if you are visiting the home of the Divine," said Stacie Dooreck, yoga instructor, USA.

The constructions were simultaneously started all along way mainly following the existing (trekking) trails between the villages. Since 2008 one can drive from Pokhara

directly to Muktinath. On the Manang side the road was opened for Jeeps in Fall 2012 and should be open now till Manang. Soon it was realized by the Nepali authorities that the road had a very negative impact on trekking tourism and ACAP started to find, plan and construct new alternative trails which would avoid the road (Trekking in Nepal, 2009).

Before road construction in the Annapurnas began in 2005, the aerie villages of Manang and Jomsom, were inaccessible but for a week of hiking, horseback, or plane ride. Upon completion, roads will foreshorten the traditional trekking circumambulation by some 185 km (115 miles). The previous 215 km (135 miles) will be reduced to about 30 km (19 miles). A rugged road to Jomsom is already in place, barring seasonal monsoon washouts, while construction work remains on the Manang side.

Given that 85% of the original route would be obsolete on completion, both locals and trekkers had deep concern for the area's tourism future. "We worried that tourists would not want to come here anymore," Anil Gurung, hotel Danphe, Dharapani.

Completion of the road to Manang Village is several years away, yet, detouring around construction crews is not much better than the annoyance that vehicles will bring to foot travelers. To be sure, the classic trail will never be the same. That said, the contiguous road reaches Chame, a little over halfway to Manang Village and can be entirely avoided along the first section and points in between.

Of course, there are benefits to modern vehicular transport, although travel will be slow going and jarring at best. Residents not involved in the tourist trade are pleased with the prospect of motor travel and eager for the opening of markets for local goods, mostly fruit and its byproducts, eg. Brandy, Jam. However, feelings are ambivalent for those along the traditional route who have relied on the tourist industry for decades. The good news for them is that the domestic and Indian tourist market is picking up, given the access to pilgrimage sites, and the roadway is also favored by bicyclists. Some mountain bikers are even having their bicycles carried over steep sections, including the Thorung La, to complete the circuit on two wheels.

In the Annapurna Region the number of tourists has grown, so the environmental problems for the region are also increased. The sources of environmental impact are construction activities and infrastructure development, deforestation and intensified or unsustainable use of land, trampling and alteration of ecosystems by tourists' activities. The area is remote everything must travel by foot or by mule. The local have made a trekking infrastructure to support the visitors, they have built lodges, hotels and restaurant. There are also reasonably warm showers, 4000m above sea level. This has resulted in soil instability and slope failures due to the heavy construction. Deforestation has been huge problem because 90% of the local energy fulfill by forest at the same time forests are heavily used to assure comfort for visitors to heat the oven and the water tanks. The ensuing erosion has caused many landslides in the region. Another problem has been huge amount of garbage left by hikers and trekkers (forestynepal, 2012).

The impacts of tourist activities on the biophysical environment are rapidly increased as the intensity of use and development grows. The quality of the environment both nature and manmade is essential to tourism. Tourism relationship with the environment is complex; many tourism activities can have adverse environment effects. Many of these impacts are linked with the construction of general infrastructure such as roads and airports, tourism facilities; including resorts, hotels, restaurants, shops and golf courses. The negative impacts of tourism development can gradually destroy the environment resources on which it depends. Uncontrolled conventional tourism poses potential threats to many natural areas. It can put enormous pressure on an area and lead to impacts such as: soil erosion, increased pollution, discharges into the sea, natural habitats loss, increased pressure on endangered species, strain on water resources and heightened vulnerability to forest fires (K.C., 2014).

2.6. Major Issues and Constraints of Tourism Development

Tourism sector in Nepal has been facing many difficulties due to the lack of infrastructure. Political instability is other major problems in Nepal. Aviation industry especially the government's national flag carrier Nepal Airlines Corporation and its performance has remained the big challenge. Participation of the private sector in the infrastructure development could not be increased. There is a big challenge in culture

heritage preservation due to the lack of specific plans and policies. The global economic crises may hit in Nepalese tourism sector. The symptom in this sector has revealed and to hit hard of global financial crises. In spite of various efforts Nepal does not seem to have achieved a satisfied outcome in tourism development due to lack of coordinated tourism planning process, failure to diversify tourism products or enhance their quality, lack of local awareness about tourism, lack of professionalism, lack of a market research for international promotion, lack of overseas information centers, lack of a competitive budget for international promotion and lack of accessibility (Dangi, 2006).

After the peace agreement between government of Nepal and rebel group, the Nepalese tourism sector started to progress slowly. After the peace agreement new Nepal was awarded and also built a new tourist brand name. The natural beauty, diversity and unique features at the same time are representing a permanent strong point of tourism sector in the country. Rural tourism can play the essential roles in Nepalese economy in terms of alleviating poverty and employment generation. There is a possibility of further growth in the number of tourists with the opening of new mountains and restricted areas at the same time there is an immense possibility of developing adventure tourism in the mountains and rivers of Nepal.

In Nepal, mountain tourism being a major product, its proper evaluation and development is needed. In the beginning, mountain tourism was not taken seriously as an important tourism product but later it can be seen that it was developed as an important tourism product. Earlier, most of the tourist who came to Nepal was for holiday/pleasure objective. In recent years, there has been a dramatic increase in the number of tourists coming with the objective of trekking. Proper planning and policy formulation is needed for sustainable mountain tourism development in the country. But various tourism development plans and policies do not seem to have addressed the issues of mountain tourism in Nepal (Shrestha, 2011).

Road construction can affect tourism in a variety of ways. It could affect the natural resource base, affect tourist satisfaction, impact tourists' health and safety and influence the overall tourism facilities and destinations. Temperature increases are detrimental for modern infrastructure development like road construction. Many

tourists consider the level of climate related comfort when making vacation decisions (Dhungana, 2013).

Generally, we could classify climate-induced impacts on trekking tourism into three broad categories:

- 1) Natural hazards
- 2) Health
- 3) Biodiversity

These are inter-related, for example, natural hazards like floods and fires have a health implication which in turn will affect a trekking tourism destination's capacity to address these issues. Similarly, fire will impact biodiversity. There are also short-term and long-term impacts. There could be sudden surprises like a mudflow, or more long-term effects, for example, glacier recession. Similarly, there could be subtle changes in elevation shifts of certain wildlife species and more long-term impacts on mountain wildlife population. For example, consistent dry weathers could give rise to fire hazards which in turn could impact endangered and threatened species important for the tourism industry. There could be indirect effects on tourism from these three sources which would impact people's livelihood and cause displacement. These in turn will generate additional burden for the tourism destination. Many mountain communities in the Nepal Himalaya depend on tourism as their livelihood opportunity. If climate change will alter tourism development in a negative way, it implies that the local livelihood may also alter negatively. While climate change may seem like an abstract concept for a mountain resident, for those who are dependent on tourism directly or indirectly, any alteration in tourism patterns, whether climate-related or not, will impact their livelihood.

2.7. Economic Status of Manang

Manang has been rated as the second richest district in terms of per capita income. But a survey conducted by the DDC in 2005 reveals that a large percentage (60–75%) of poorer households exist in the district. The village which has less poverty is Nar where there is not much difference between a wealthy and a poor household. About 32% households (571) have less than 0.2ha land, which means they are very poor. About 60% households (1073) who have land holding between 0.2ha to 1ha are considered poor, and 134 HHs (7%) possess more than 1ha land, and are considered better-off. Manang is a food deficit district. The demand of food to meet the minimum

food requirement is 1028 metric ton, of which 555 metric ton is deficit (54%). About 53% people are income-poor and 5% households are landless, thus forcing them to purchase food throughout the year. While 23% households can meet food supply for only up to 3 months, 35% households can meet the same for 3-6 months. In Thanchock, about 50% houses are below poverty line. About 40% households produce food sufficient only for three months, and only 10% households are self-sufficient in food production (NTNC N. T., 2008-2013)

CHAPTER-THREE

RESEARCH METHODOLOGY

3.1. Research Design

The present study was based on descriptive and exploratory type. Both qualitative as well as quantitative approaches are adopted and the study has focused on obtaining and revealing information about the impact of tourism in society, culture, economy and environment of the study area. For the fulfillment of the objective of the study probability sampling as well as non-probability sampling methods was adopted. Specifically, simple random sampling and purposive sampling method were used under the probability sampling and non-probability sampling methods respectively. Structured questionnaire was used to collect the qualitative and quantitative information.

3.2. Rationale of the Study Area

After trekking open on Annapurna in 1995 the route is gradually famous and named as top 10th route in the world. As a result there were high number of national and international tourists were trekking. In this movement economic activities are high and people were involved in different kinds of business like Hotel, Trekking Guides, Potters, Retailer, small tea house etc.

In 2012, motor able road was started, but the condition of road is very dangerous yet. Even small types four wheelers were service in there. Now a day the trekking trail was began as a shadow. Thus the people who were business in trail were much affected. The low income status, having marginal land and Hotel owner were much affected in this area.

In this situation I want to find out the effect of road, the village which was isolated from the road but in the trekking trail in the changing situation. Many studies have been done on the impact of motor road in the world but in the particular area like Annapurna circuit the world famous trekking trail have no study yet. Therefore this study try to find out when the transportation system has change what kind of effect has been made in the tourism business, local people and vision of tourist on this area?

3.3. Sampling Procedure

The study area is situated in two VDCs, Dharapani and Chame of Manang District. The total populations of the two VDCs were 511 but the study areas had along the road side so the actual universal sample of study was around 150 household. Among them researcher had taken 50 sample households were taken from 6 main tourism hubs (Dharapani, Tal, Bagarchhap, Timang, Koto and Chame). Now Dharapani, Bagarchhap, Timang, Koto and Chame were on the way of motor road but Tal the entry point of Manang isolated from the way of Manang. The survey was made in 12 households from Tal and the rest were on the way of motor road of Manang.

Some key informants interview was taken with elite peoples, teacher, political leaders, service member, business person, priests, VDC secretaries, household heads, Guide, porter and tourist etc. this information made to collect other several information in the study area easier.

3.4. Nature and Source of Data

This study is based on both primary and secondary source of information. The primary information has been collected from the field survey. Secondary data and information were collected from different published and unpublished documents. Both qualitative and quantitative information has been used in the study.

3.4.1. Collection of Primary Data

Different tools and techniques were used for collection of primary data. During field survey period, there were closed and open questionnaire used to collect the household information. The method was used to collect the information household questionnaire, key informant interview field observation.

3.4.2. Collection of Secondary Data

The secondary data was collected from different published and unpublished documents from different sources. They were collected from T.U library, GoN CBS, CEDA library, ICIMOD library, British Council library, Department of Survey, tourism board, Ministry of Culture, tourist and Civil Aviation, Nepal Association of tour and Travel Agent(NATTA), Nepal mountaineering Association(NMA), Trekking

Agency Association Nepal (TAAN) Department of Wild Life and National Park different news, journals, newspapers, dissertations etc.

3.5. Data Collection Techniques

3.5.1. Household Questionnaire Survey and Semi-structured Interview

The structured questionnaire was prepared to carry out the household survey. It gave the basic information like population structure (age, sex, marital status etc) education, occupation, caste/ethics, time of arrival before and now, agriculture production or herbal production and there supply, husbandry number and supply, general income and expenditure amount, their way of life, numbers of trekkers before and now, environmental degradation and knowledge, waste management system, facilities before and now, migration situation etc.

Sometimes the structured questionnaire did not carry out some important information like changing livelihood strategies of rural people (what, why, how, when, where etc. questions) with the development interventions. So, unstructured interview was also done to the household head.

3.5.2. Key Informant Interview

During the field survey, different key informants (ward representatives, political leader, priest, business man, School teacher, serviceman, VDC secretaries, Guide and ACAP office) were interviewed regarding information to the impact of motor road and changing transportation system of tourist, local people and communities post and present.

3.3.3. Field Observation

Field observation is another technique for research work, which minimizes the collection of wrong information. This technique was used to get the viewing information like tourist flow in the study area, houses structure, cropping pattern, mobility pattern of people, environmental degradation and sanitation, situation of taker or tourist and economic status of local people.

In the period of field survey, the respondents provided very important issues to be raised and dialogue for researchers. Similarly, incidentally some important information was unsecured, lost, damaged etc. in that case the field note was help and they also reminded the subject matter about what had happened in the past.

3.5.4. Focus Group Discussion

For specific purpose, it was also important to make the group discussion where the collective problems were found. Such areas were surveyed and made 2 focal group discussions in Tal and Dharapani which areas were seemed to be isolated from road and on the way of road respectively.

3.3.6. Trekking Tourism and Impact of Motor Road Survey

The data collected by this method was primarily qualitative in nature. It included not only the economic aspect or in simpler words, the earnings but also their social and business pattern of life: since their overall livelihood is encompassed with tourism activities in the study area. These terms are directly or indirectly dependent upon the overall environment of the area. So, the researcher felt that these aspects needed a concurrent exploration. Hence, a study of changing economic, environment and the change in the tourism strategy has been attempted together. Questions relating to their movement history the way they meet their economic needs from a major activities each of the household practices and the activities they have adopted to supplement it, together with their level or satisfaction, have been put in the instrument of doing impact of motor road survey.

3.4. Data Processing and Analysis

When information was collected from different sources, then they transferred into master sheet. The quantitative data were tabulated based on master sheet by the help of computer from Excel program. However, the qualitative information was carefully edited, which was missing and uncompleted answer. Similarly, the table, diagram and charts were prepared by Excel program.

To analyze the quantitative data first it was carefully checked, necessary tables were prepared and simple statistical tools (ratio, percentage, average etc.) were used where necessary. Besides these maps, tables, charts, diagram was also used. Maps were prepared by using GIS (Geographic Information System) and photographs were used

where necessary. The study was mainly descriptive in nature and the analysis of the result was described by logically.

CHAPTER-FOUR

BACKGROUND OF THE STUDY AREA

4.1. Introduction of the Manang.

The selected study area is situated in 6 hour bus distance from Kathmandu till Beshishar and 7 hour distance from Beshishar to Tal the entry point of Manang district, 12 hour to reach in Chame by jeep travel. There is regular bus service up to Beshishar and jeep is not sure from there. Manang is located in the trans-Himalayan region and covers about 25% of the Annapurna Conservation Area. In the past, it was known for transit trade between Nepal and Tibet. Lately, it is well known for trekking tourism (NTNC N. T., 1008-2013). The district is also unique for biodiversity richness, spectacular sceneries, local culture and tradition. The study is specially focused in the construction of road and the impact of that road on trekking tourism from Tal to Chame in Manang District. As a whole, this trekking trail is the world famous top 8th trekking trail the impact the newly construct road on this trekking trail, is the main purpose of these studies.

4.1.1. Location.

The physical geography of Manang varied with altitude ranging from 800 meter to 8000 meter above the sea level in western part of Nepal. The trekking trail of Annapurna circuit is started from Khudi in Lamjung district. Lamjung, Kaski, Magdi in the south, Tibet in the north, Gorkha in the east, Mustang in the west from Manang. This district is as popular for “HIMAL PARI KO JILLA”. The famous Telichoke Lake is also in Manang. The study area is start from the border of Lamjung and Manang named Tal to headquarter of Manang Chame selecting the different road crossing area and on the way of trail but not in road crossing area. Manly the tourism hubs are Tal, Dharapani, Bagarchhap, Timing, Koto and Chame.

4.1.2. Climatic Situation

The general climatic condition of study area is dominantly controlled by altitudetional variation. All of the part of the study area is cooled temperature. The maximum temperature is recorded in March and August, which is 21° Celsius and minimum temperature is recorded in November, December and January, which is less than 0° Celsius. The average rainfall ranges about more than 1100mm annually, which mostly occurs during the monsoon season (Nepel, 2002-2012).

4.1.3. Natural Resources

The natural resources affects economic as well as socio cultural characteristics of the people. The main resources of the study area are the white Himalayan ranges of Annapurna, Manasalu, Lamjung Himal and many other ranges and number of small peaks to amateur mountaineers. Pisang, Tilicho, Thorang and Khangri-la peaks are popular as trekking peaks amongst mountaineers. There is also a mountaineering school at Humde run by Himalayan Rescue Association. However, it is under-used and has been offering Mountaineering courses of international standards only once every two years. The highest peaks of the mountains and gorges of the rivers are also seen in the areas like Marshyangdi, Khudi, Ngadi and so on. Besides these, other small streams are also in there.

4.1.4. Agriculture, Horticulture and Fresh Vegetables

Farming and herding are still the main occupation of the people even though there are arguments about the lack of expansion in farming. Agriculturally suitable land is extremely limited. About 1937ha land is cultivated, of which 778ha is irrigated and only 224ha has perennial irrigation. Middle class and poor people are mainly involved in farming potato, wheat, maize, buckwheat and barley. While apple, apricot, plum, walnut and pear are the main fruits, cabbage, cauliflower, bean, radish, mustard leaf, turnip, carrot, onion, and garlic are the primary vegetable crops. Vegetable is by far the most profitable crop. It is estimated that a hectare of vegetable production can generate an annual profit of Rs. 147,000 (excluding family labour and inputs). The profit per hectare of wheat is Rs. 22,610 and that of barley is Rs. 18,546. Access to road network will help tap various opportunities existing in agricultural sector.

Production, processing and storage of fresh vegetables, fruits, herbs and quality seeds can attract commercial markets. There is plenty of land to increase the scale of operation for the production of commercial products such as potatoes. Most of the barren land is owned privately. Labor charges are exceedingly high. In the absence of fencing, free grazing animals damage the cultivation of such herbs. Cultivation of herbs and vegetables could help improve livelihoods of agricultural households in the district. Road connectivity could reinvigorate the declining agriculture. Agriculture has declined mainly because of the out-migration of people. A lot of land has either remained fallow or abandoned. This is especially so in Manang proper where 70% of the previously cultivated land has been left fallow. This could change with road connectivity, increased inflow of population and improved market connections for those crops in which Manang has comparative advantage (NTNC N. T., 2008-2013).

4.1.5. Animal Husbandry

Manang is one of the districts having highest density of livestock in the country. It is one of the main sources for livelihood, especially in areas away from the trekking route, and in higher altitude. The villagers of Nar and Phoo, for example, depend mainly on livestock. Lower Manang also derives significant income from breeding animals to produce Jhopas, which are sold in Manang. Cows, Buffaloes, Yaks, *Chauris*, Maks, Jhopas, Pigs, Horses, Mules, Donkeys, Poultry, Goats, Sheep and Cats are major domestic animals found in the district. *Lulu* is a famous local breed of cow, which is known for high milk production and resistance power even in adverse climatic conditions. Because of cold climate, there is high demand of animal products like wool, meat and ghee. But the supply has not been able to meet the demand as the production of fresh milk is very limited. The main problem for animal husbandry is the lack of fodder for winter when the animals are kept at home. There is no practice of growing fodder trees. In summer, animals are taken to high altitude for grazing. As pasture belongs to different villages, Rs. 10 is charged for grazing an animal for one season (Conservation N. T., 2008- 2013).

4.2. Tourism Industry of Nepal:

4.2.1. Tourist Arrivals in Nepal.

The inflow of tourists and the length of their stay should be increased in order to generate more foreign income. Table No. 4.1 shows the total tourist arrival in Nepal by air Transport, by land and length of stay in different years. The table also shows tourist arrivals in Nepal since (2000-2011).

Table 1: Tourist Arrivals and Average Length of Stay, (2000- 2011).

Year	Total		By air		By land		Average length of stay (Days)
	Number	Annual growth rate (%)	Number	Percent	Number	Percent	
2000	463,646	-5.7	376,914	81.3	86,732	18.7	11.88
2001	361,237	-22.1	299,514	82.9	61,723	17.1	11.93
2002	275,468	-23.7	218,660	79.4	56,808	20.6	7.92
2003	338,132	22.7	275,438	81.5	62,694	18.5	9.6
2004	385,297	13.9	297,335	77.2	87,962	22.8	13.51
2005	375,398	-2.6	277,346	73.9	98,052	26.1	9.09
2006	383,926	2.3	283,819	73.9	100,107	26.1	10.2
2007	526,705	37.2	360,713	68.5	165,992	31.5	11.96
2008	500,277	-5.0	374,661	74.9	125,616	25.1	11.78
2009	509,956	1.9	379,322	74.4	130,634	25.6	11.32
2010	602,867	18.2	448,800	74.4	154,067	25.6	12.67
2011	736,215	22.1	545,221	74.1	190,994	25.9	13.12

Source: Nepal Tourism Statistics, 2011 (MTCA)

If we see the number of tourist arrival in Nepal from 2000 to 2011, we find that the number of tourists decreased by 5.7 percent in 2000 followed by 22.1 percent and 23.7 percent respectively in 2001 and 2002. But in 2003, the number raised by 22.7 percent followed by 13.9 percent in 2004. But tourist again decreased by 2.6 percent in 2005. However, the number again increased by 2.3 percent and 37.2 percent in the years 2006 and 2007 respectively. Again the number decreased by 5 percent in 2008. Besides, the number is gradually increasing by 1.9 percent in 2009, 18.2 percent in 2010 and 22.1 percent in 2011. The trend shows that the numbers of tourist are gradually increasing day by day in the current days. To attract more tourists in days to come we should be sincere.

In the same table, we find the highest length of stay of tourist is in 2004 that is 13.51 days and the lowest length of stay is 7.92 days in 2002. The average length of stay of tourist seems to increase in 2000 and 2001 while it seems to decrease in 2002. Again the average length of stay of tourist increases in 2002 and 2003. Again the average length of stay of tourist decreases in 2005 that increased in 2006 and 2007. Likewise, the average length of stay of tourist decreases in 2008. However, since 2009 till 2011 it is gradually increasing, still it could not touch the highest of the decade that is 13.51 days of the year 2004. We should also be careful about the length of stay of the tourist besides their number. Only increasing the numbers without lengthening their stay in country does not support to increase the foreign currency and job opportunities. In order to increase the average length of stay we should be able to provide new tourism products and search for the new destinations.

If we compare the percentage of tourists arriving by air and land from 2000 to 2011 we find that in 2000 the percentage of tourist arriving by air was 81.3 percentage while the percentage of tourist arriving by land was 18.7 percent. The percentage of tourist arriving by air increased in 2001 while the percentage of tourist arriving by land decreased. But in 2002 the percentage of tourist by air decreased while the percentage of tourist arriving by land was increased. Again in 2003 the percentage of tourist arriving by air increased and the percentage of tourist arriving by land was decreased. The percentage of tourist arriving by air decreased in 2004, 2005 and 2007 while the percentage of tourist arriving by land in the same years was increased. The percentage of tourist arriving by air again increased in 2008 while it was decreased in 2009 and 2011. The percentage of tourist arriving remained constant in 2005& 2006 and 2009& 2010. It shows that the numbers of tourists arriving by land are increasing in recent years. This shows that the places and people near to boarder areas too are benefited by tourism industry in the recent days. If the security situation is good the tourist arriving by land could be increased in large number (NTB N. t., 2011).

4.2.2. International Tourist Arrivals to SASECE Countries There Length of Stay and Average Spending Per Day \$ (2008-2012)

The unique natural and cultural heritage endowments of these sub regions have attracted an estimated 8.502 and 94.434 million international tourist arrivals in 2012

with average length of stay of estimated at 15.3 and 7 days with average spending of \$106 per day in SASEC .Large percentage of arrivals is originated from Europe dominated by U.K. and France, within the SAARC countries, followed by less than 15% from East Asia dominated by Japan, South Korea and the People’s Republic of China. Pilgrimage, visiting friends and relatives, and other leisure-orientated travel comprise the main reason for visiting the sub regions SASEC. In 2012, the five countries in the South Asian sub region and six Countries in the GMS had attracted around 102.936 million international tourists who stay for an average of 11.1 days and spent an average of \$ 103.75 per day. In term of percentage change between 2011 and 2012, the annual average growths in tourism to SASEC countries have been 12.7% or nearly 3 times the growth of global international tourism (UNWTO 2013)

Table 2: International tourist Arrival to SASEC Countries (2008-2012)

S.N	SASEC Countries	2008	2009	2010	2011	2012	% change 2011/12	Average length of stay (2011)	Average spending per day (2011)
1.	Bangladesh	349	267	303	N/A	N/A	N/A	N/A	N/A
2.	China	28	23	27	37	44	18.9	6.9	200
3.	Bhutan	528	516	577	630	664	5.4	31.2	90
4.	India	3	8	8	3	9	9.1	13.2	38.2
5.	Nepal	500	510	603	736	803	17.5	10	98
	Sri Lanka	438	448	654	856	1006			
	Total SASEC Countries	6598	6416	7363	-	-	-	-	-

Source: MoCTCA, annual report, 15th October 2012

The table shows that the length of the stay in Nepal is compatibly high and average spending per day is very low than other. It means the quality tourists have not visited in Nepal. Only the no. or quantity of tourist has been increasing now a days but the qualitative tourists have not been arrived in Nepal. Our need is to improve the tourism product and protection, promotion, and sustainable management of its natural, historical, religious, cultural and archaeological heritages located throughout the country with the participation of the local bodies, communities and private sectors.

4.2.3. Tourists Arrivals by Age Group and Sex in Nepal

We know that different aged and sex group tourist come in Nepal taking different kinds of purpose. Ways of entertainment are different in different people. Some people are happy to see movie whereas others prefer to play game. Likewise some are happy in swimming and rafting but some are happy to visit in rural areas. Some enjoy in jungle safari and others are happy to observe religious places and some are happy to trekking and mountaineering. These all are the forms of tourism. Likewise, some tourists are children, some are adults and some are old aged tourists. Generally, we can divide them into five different of age group according to the statistics published by NTB. The number of tourists of the different age group and sex isn't same. The inflow of tourist by age group and sex is made clear by the given table.

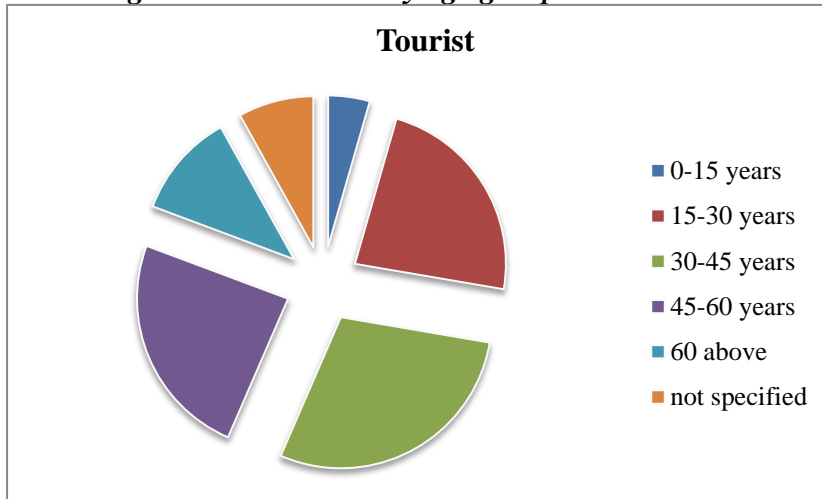
Table 3: Tourists Arrivals by Age Group and Sex groups, (2000-2011)

Years	Sex		Total	Age Group					
	Male	Female		0-15	16-30	31-45	46-60	61& above	Not Specified
2000	266,937 (57.6)	196,709 (42.4)	463,646 (100)	19,136 (4.1)	119,816 (25.8)	148,063 (31.9)	125,140 (27.0)	51,491 (11.1)	—
2001	213,465 (59.1)	147,772 (40.9)	361,237 (100)	14,608 (4.0)	95,801 (26.5)	115,678 (32.0)	93,621 (25.9)	41,529 (11.5)	—
2002	174,710 (63.4)	100,758 (36.6)	275,468 (100)	12,425 (4.5)	67,774 (24.6)	99,622 (36.2)	67,017 (24.3)	28,630 (10.4)	—
2003	204,732 (60.5)	133,400 (39.5)	338,132 (100)	16,056 (4.7)	78,357 (23.2)	99,740 (29.5)	85,753 (25.4)	58,227 (17.2)	—
2004	255,303 (66.3)	129,994 (33.7)	385,297 (100)	38,734 (10.1)	84,125 (21.8)	128,267 (33.3)	96,920 (25.2)	37,251 (9.7)	—
2005	257,972 (68.7)	117,426 (31.3)	375,398 (100)	30,429 (8.1)	57,115 (15.2)	114,103 (30.4)	106,077 (28.3)	67,674 (18.0)	—
2006	218,818 (57.0)	165,108 (43.0)	383,926 (100)	37,433 (9.8)	75,626 (19.7)	123,541 (32.2)	95,260 (24.8)	52,066 (13.6)	—
2007	290,688 (55.2)	236,017 (44.8)	526,705 (100)	38,870 (7.4)	112,879 (21.4)	164,488 (31.2)	130,756 (24.8)	69,927 (13.3)	9,785 (1.9)
2008	286,983 (57.4)	213,294 (42.6)	500,277 (100)	42,581 (8.5)	106,596 (21.3)	150,171 (30.0)	121,387 (24.3)	60,531 (12.1)	19,011 (3.8)
2009	288,155 (56.5)	221,801 (43.5)	509,956 (100)	84,891 (16.6)	140,805 (27.6)	141,955 (27.8)	99,197 (19.5)	39,638 (7.8)	3,470 (0.7)
2010	361,611 (60.0)	241,256 (40.0)	602,867 (100)	41,156 (6.8)	120,395 (20.0)	189,852 (31.5)	172,800 (28.7)	64,593 (10.7)	14,071 (2.3)
2011	352,059 (47.8)	284,156 (52.2)	736,212 (100)	32,795 (4.5)	171,081 (23.2)	212,176 (28.8)	177,983 (24.2)	82,726 (11.2)	59,454 (8.1)

Figures in parenthesis represent percentage of the total.

Source: Nepal Tourism Statistics, 2011 (MTCA)

Fig 1: Tourist arrival by age group in 2011



If we see the table no.4.2 the percentage of male tourist visiting Nepal was more than the percentage of female tourist in 2000 to 2010 but in 2011 the percentage of female was more than that of the percentage of male tourist. The percentage of male tourist in 2000 was 57.6 that gradually increased to 59.1percentage in 2001, 63.4percentage in 2002. But the percentage of the male tourist decreased to 60.5percentage in 2003 while the percentage increased to 66.3 percentage in 2004 and 68.7percentage in 2005. Again the percentage of male tourist decreased to 57.0percentage in 2006 and 55.2percentage in 2007. Again the percentage increased to 57.4percentage in 2008 and decreased to 56.5percentage in 2009 while percentage of male tourists increased to 60.4percentage in 2010 that decreased to 47.8percentage in 2011. If we see the numbers of tourist, we see that the male tourist increased to 352,059 in 2011 that was 266,937 in 2000 which is increased by 31.9percentage. But in case of female tourist the number increased to 284,156 in 2011 that was 196,709 in 2000 which increased by 44.4percentage. This shows that the rate of increasing of female tourist to male tourist is more in the decade. If we compare the tourist of 2010 and 2011 we find that the male tourist decreased by 2.6percentage while female tourist increased by 17.8percentage in 2011 as compared to 2010. This shows that women also travel outside the home and shows a positive change in empowerment and awareness in female raised in the year.

If we see the tourist arrival by age group we find the more percentage of the age group 31-45 years and the less percentage of age group less than 16 years and above 60 years. If we see in 2000 we find that the highest numbers of tourists were of the

age group 31-45 that was 31.9 percentage of the total tourist visiting to Nepal. Similarly if we see the tourist from 2001-2011 we find that the highest percentage of tourist were of the age group 31-45. However the lowest numbers of tourist were from the age group 0-15 and the age group 61& above. If we see the tourist of the age group 0-15 years we find that the highest percentage of this age group is in 2009 that was 16.6 percentage of the total number of tourist of the year. Similarly the lowest percentage of 0-15 year age group was in 2001 which was only 4.0 Percentage of total tourists visiting in the year. Similarly, if we see the tourist of age group 16-30 we find the highest percentage of this group present in the year 2009 that was 27.6 percentage of the total tourist visiting this year. The lowest percentage of this age group was on 2005 which was only 15.2percentage. Similarly the highest percentage of tourist of age group 31-45, 46-60, 61& above were respectively 36.2 percentage in 2002, 28.7 percentage in 2010, 18.0 percentage in 2005. Likewise, the lowest percentage of tourist of age group 31-45, 46-60, 61& above were respectively 27.8 percentage in 2009, 19.9 percentage in 2009, 7.8 percentage in 2009 (Nepal Tourism Bord, 2011)

2.2.4. Tourists Arrivals by purpose of visit in Nepal

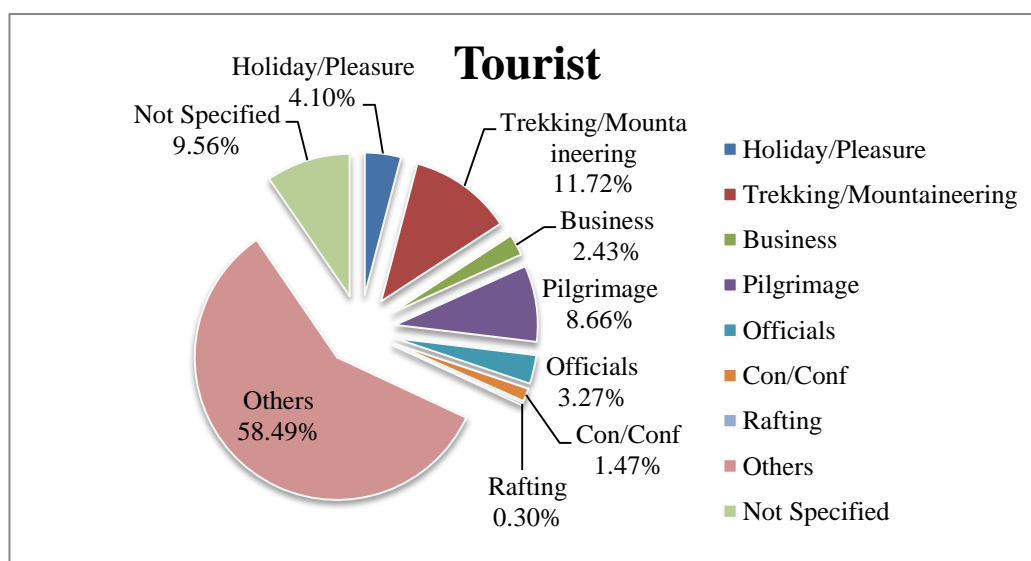
There is reason for visit for all. But the purpose of visit for all is not same. It differs from person to person. The different purposes for visit is divided to 10 groups as holiday/pleasure, trekking/ mountaineering, business, pilgrimage, official, conference, rafting, others and not specified. The below table no. 4.3 shows the data of the tourist visiting to Nepal for different purpose in different years.

Table 4: Tourists Arrivals by purpose of visit in Nepal (2000-2011)

Year	Holiday/ Pleasure	Trekking/ Mountain- Eering	Business	Pilgrimage	Official	Con./ conf.	Rafting	Others	Not Specified	Total
2000	255,889 (55.2)	118,780 (25.6)	29,454 (6.4)	15,801 (3.4)	20,832 (4.5)	5,599 (1.2)	-	17,291 (3.7)	-	463,646 (100.0)
2001	187,022 (51.8)	100,828 (27.9)	18,528 (5.1)	13,816 (3.8)	18,727 (5.2)	0 (0.0)	-	22,316 (6.2)	-	361,237 (100.0)
2002	110,143 (40.0)	59,279 (21.5)	16,990 (6.2)	12,366 (3.5)	17,783 (6.5)	0 (0.0)	-	58,907 (21.4)	-	275,468 (100.0)
2003	97,904 (29.0)	65,721 (19.4)	19,387 (5.7)	21,395 (6.3)	21,967 (6.5)	0 (0.0)	-	111,758 (33.1)	-	338,132 (100.0)
2004	167,262 (43.4)	69,442 (18.0)	13,948 (3.6)	45,664 (11.9)	17,088 (4.4)	0 (0.0)	-	71,893 (18.7)	-	385,297 (100.0)
2005	160,259 (42.7)	61,488 (16.4)	21,992 (5.9)	47,621 (12.7)	16,859 (4.5)	0 (0.0)	-	67,179 (17.9)	-	375,398 (100.0)
2006	145,802 (27.7)	66,931 (12.7)	21,066 (4.0)	59,298 (11.3)	18,063 (3.4)	0 (0.0)	-	72,766 (13.8)	-	383,926 (100.0)
2007	217,815 (41.4)	101,320 (19.2)	24,487 (4.6)	52,594 (10.0)	21,670 (4.1)	8,019 (1.5)	65 (0.0)	78,579 (14.9)	22,156 (4.2)	526,705 (100.0)
2008	148,180 (29.6)	104,822 (21.0)	23,039 (4.6)	45,091 (9.0)	43,044 (8.6)	6,938 (1.4)	243 (0.0)	99,391 (19.9)	29,529 (5.9)	500,277 (100.0)
2009	40,992 (8.0)	132,929 (26.1)	22,758 (4.5)	51,542 (10.1)	24,518 (4.8)	9,985 (2.0)	285 (0.1)	186,849 (36.6)	40,098 (7.9)	509,956 (100.0)
2010	63,062 (10.5)	70,218 (11.6)	21,377 (3.5)	101,335 (16.8)	26,374 (4.4)	9,627 (1.6)	730 (0.1)	252,743 (41.9)	57,651 (9.6)	602,867 (100.0)
2011	30,210 (4.1)	86,260 (11.7)	17,859 (2.4)	63,783 (8.7)	24,053 (3.3)	10,836 (1.5)	2,181 (0.3)	430,641 (58.5)	70,391 (9.6)	736,215 (100.0)

Source: Nepal Tourism Statistics, 2011 (MTCA)

Figure 2: Number of tourist arrival by purpose of visit in 2011



If we see the percentage of tourist visiting for different purpose year wise we find that in 2000 highest percentage of tourist were for holiday/pleasure that was 55.2 percentage of the total. Gradually tourist for holiday/pleasure was decreased in 2001 to 51.8 percentage and to 40percentage in 2002 that decreased to 29percentage in 2003. Again it was increased to 43.4percentage in 2004 that again decreased to 42.7percentage in 2005 and 27.7percentage in 2006. Again it was increased in 2007 to 41.4 percentage that decreased to 29.6percentage in 2008 and to 8percentage in 2009. In 2010 it was raised slightly to 10.5percentage which again decreased to 4.1percentage in 2011. The data shows that the tourist for holiday and pleasure are decreasing in the recent days. We should be careful about the tourist taste and new products and destinations for pleasure and holiday.

If we see the percentage of tourist in trekking and mountaineering were 25.6 percentage in 2000 and 27.9percentage in 2001 which decreased to 11.6percentage in 2010 and 11.7percentage in 2011. The data shows that tourist in this field are decreasing in the recent days. So we should be careful about the difficulties that tourists are facing in this field so that their percentage is decreasing day by day and try to solve those difficulties.

If we see the percentage of tourist in pilgrimage purpose we find that they are increasing in the recent days as compared to 2000 and 2001. However, it was decreased to 8.7percentage in 2011 as compared to 16.8percentage in 2010. This fluctuation shows that some difficulties that tourists are facing in pilgrimage need to be addressed in time to increase the flow of tourists.

If we see conference and official tourists, they are lower in percentage and could not be increased drastically in this decade. On the other hand, tourists for business purpose are also decreasing gradually. We are very poor in the field of rafting though we have thousands of fast flowing rivers from high mountains to plains. The number in rafting was 0 till 2006 which was only 65 in 2007 that reached to 0.3 percentage of total in 2011.

If we see the tourist in other purpose we find that they are increasing in recent days. In 2000 tourists in other purpose were only 3.7 percentage of total that reached to 58.5 percentage of total in 2011. On the other hand tourists in not specified purpose are

also increasing in present days. In 2000 this number was 0 but in 2011 this purpose number was 9.6 percentage of the total number of tourists visiting to Nepal.

Though the number in other purpose and not specified purpose are increasing but aforementioned purposes as holiday, pleasure, business, official etc. are decreasing in large number. So, we should be careful to increase the percentage in those purposes too in order to increase the number of tourists in days to come.

4.2.5. Tourists Arrivals in National parks and Protected Areas.

Tourists visit national parks and protected area to watch the natural beauty, wild life, flora and fauna of different types. Table 4.4 shows the visit of tourist to different national parks and protected areas from 2008 to 2011.

Table5: Number of Foreign Visitors to National Parks & Conservation Areas (2008-2011)

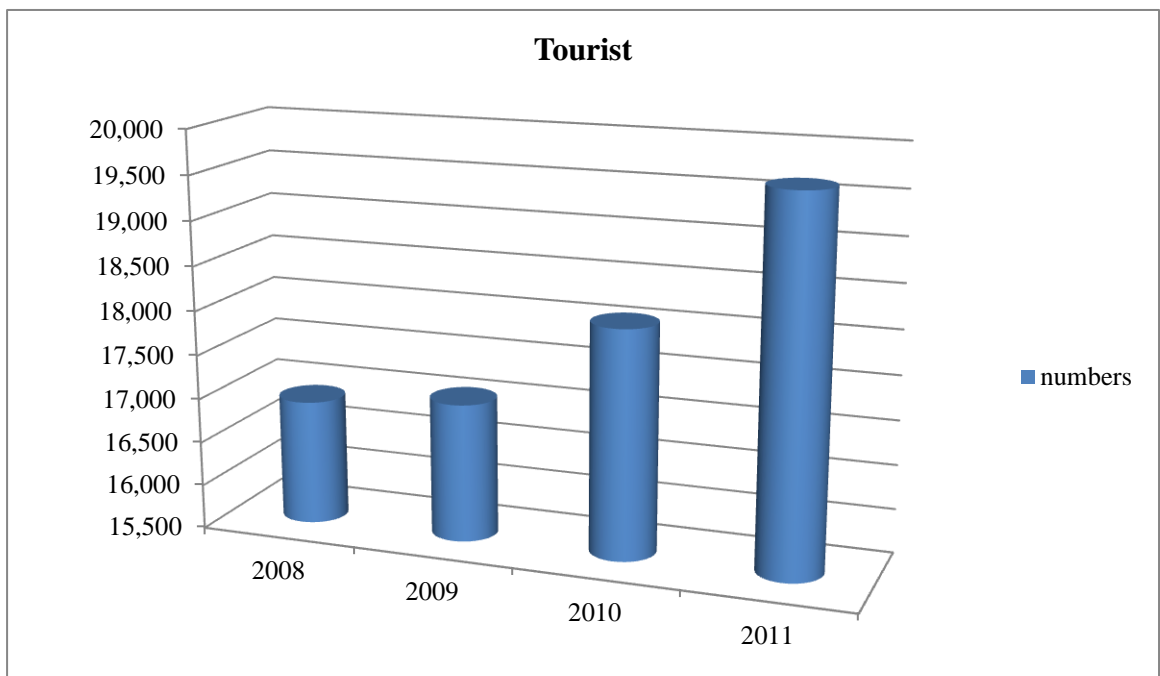
National Parks and protected areas	2008	2009	2010	2011
Bardiya National Park	2,790	3,087	3,727	4,765
Chitwan National Park	82,723	78,682	84,518	122,332
Dhorpatan Hunting Reserve	55	21	26	28
Annapurna conservation area	16,911	17,065	18,075	19,646
Khaptad National Park	29	2	12	22
Koshi Tappu Wildlife Reserve	238	231	456	181
Langtang National Park	9,533	10,535	10,315	13,838
Makalu Barun National Park	1,371	1,828	1,323	1,501
Parsa Wildlife Reserve	-	49	-	14
Rara National Park	104	146	135	174
Sagarmatha National Park	31,201	29,036	32,084	34,645
Shey Phoksundo National Park	678	325	558	512
Shivapuri National Park	8,344	11,178	11,798	15,921
Shukla Phata Wildlife Reserve	59	161	115	190
Total	137,671	135,730	145,468	194,123

Source: Department of National Park and Wildlife Conservation and field survey 2014.

Although international tourist numbers dropped significantly between 2001 and 2006 due to political conflict associated with the Maoist insurgency, they have since rebounded to levels even greater than those prior to the conflict (Figure 3). The total number of in international tourist in 2008 had 137,671 where international tourist

arrival in Annapurna conservation area had 16,911. In 2009 total international tourist visit in Nepal were 135,730 where as in Annapurna conservation are 17065visitors were visited. In 2010 the total international tourists are 145,468 where as 18075 tourists were visited in Annapurna conservation area and in 2011 total international tourist is 194,123 where Annapurna conservation area visitors are 19,646. This number is highest no of tourist visited in the trekking areas of Nepal. 19499 visitors were visited in 2012 and 21207 tourists are visited in Annapurna conservation area.

Fig 3: Numbers of Tourist Visited Annapurna Conservation Areas from 2008-2011.



If we see the table no. 4.3 we find that the largest number of tourist visit Chitwan National Park among the national parks and protected areas of Nepal, though the international tourist who were come for entertainment and for adventure with nature are mountaineering are shown second position in Annapurna conservation area. The total number of tourist visiting national parks and protected areas in 2008 were 137,671 out of which 16911were visiting in Annapurna conservation area which was 12.28 percentage of the total. In 2009 the total number of tourist visiting national parks and protected areas were 135,730 out of which 187065 were visiting in Annapurna conservation area which was 12.57 percentage of the total. In 2010 the

total number of tourist visiting national parks and protected areas were 145,468 out of which 18,075 were visiting in Annapurna conservation area which was 12.42 percentage of the total. In 2011 the total number of tourist visiting national parks and protected areas were 194,123 out of which 19,646 were visiting in Annapurna conservation area which was 10.12 percentage of the total (Conservation D. o., 2008-2011).

CHAPTER FIVE

PRESENTATION AND ANNILYSIS OF DATA

In this chapter the primary data has been collected from the field survey, basically primary data has collected from the 6 main station of tourism. Tal, Dharapani, Bagarchhap, Timang, Koto, and Chame. It has been taken only fifty house hold along the trail of Annapurna circuit in Manang district.

5.1. Social Information

All type of respondents regarding Tourism Industry, Hotel Business, Trekking guide, Tourist and Local people of the study area as well as social information have been included in the tables. The road is constructed in the world most popular trekking trails. So the study gives focus on the need of road in that area? What were the benefits and what are the disadvantages in the study area to the local people and tourist? What are the environmental issues rose after construction of the road in most popular tourism place including their concerns about social security? This survey was taken with 50 respondents and some case studies are also gone through the studies.

5.2. Major Income Sources of the Study Area

The study area is really the gift of gods. It is suitable to live only 8 or 9 months in this area. September to December and March to July is the main season of the tourism in this area. In this time really the serenity of nature resembles as a piece of heaven. Tourism is the main sources of the study area. The distributions of income status in the study area are shown in the table.

Table No: 9.

Major sources of income	Number	Percentage
Tourism	38	76%
Foreign	6	12%
Government service	4	8%
Other	2	4%
Total sample	50	100%

Source: field survey 2014

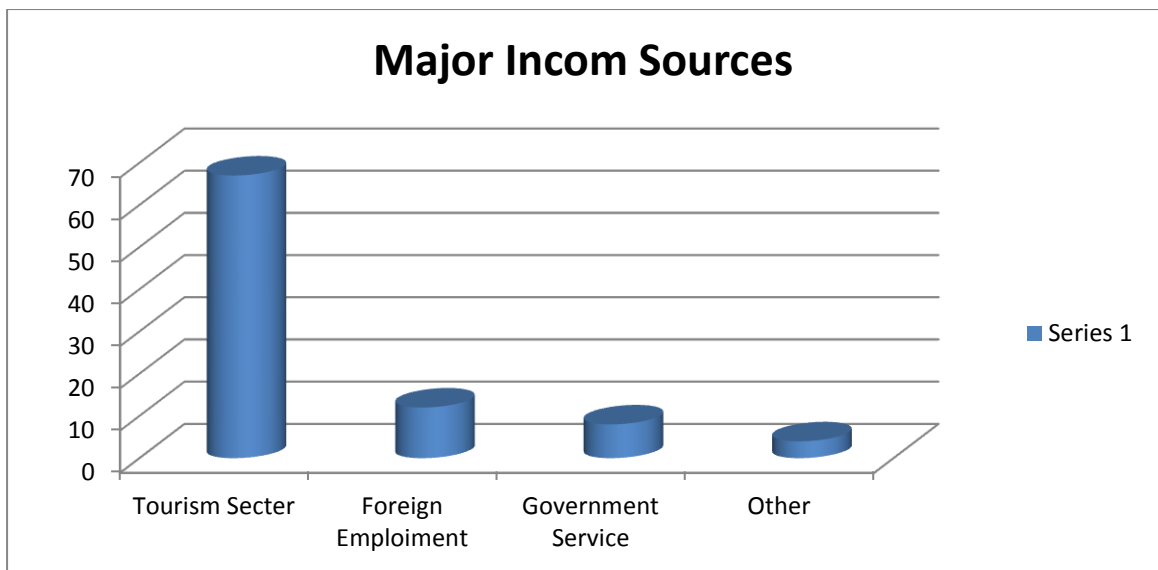


Figure No.: 5

From the above table, we can conclude that 76% of the people are directly involved in the tourism sectors. They are involved in hotels and lodges, tea houses and restaurants, guide and porters. The second source of their income in this area is foreign employment. 12% of the people are involved in these sectors. Thirdly, the major sources of income is government service, 8% people of the study area are involved in this sectors, mainly in teacher, army and government service. 4% people of the study area are involved in other sectors like agriculture and animals husbandry.

5.3. Distribution of HH and Their Income Status in Study Area

Almost income status was depending in tourism in this area. Nearly 10 percent of hardly cultivated land is available in the Manang. Due to the high flow of tourists in tourism seasons, people of Manang were seemed to yield high income in this few times. But in off seasons, they have no ways to income generation. This study has shown an annual average income in the following table before 5 year and at present.

Table No: 10.

Monthly income Rs. 000	5 years ago		At present	
	HH	Percentage	HH	Percentage
Less than 10	11	22	8	16
11 to 20	19	38	16	32
21 to 30	15	30	19	38
31 to 40	3	6	4	8
41 to 50	2	4	3	6
Total	50		50	

Source: field survey 2014

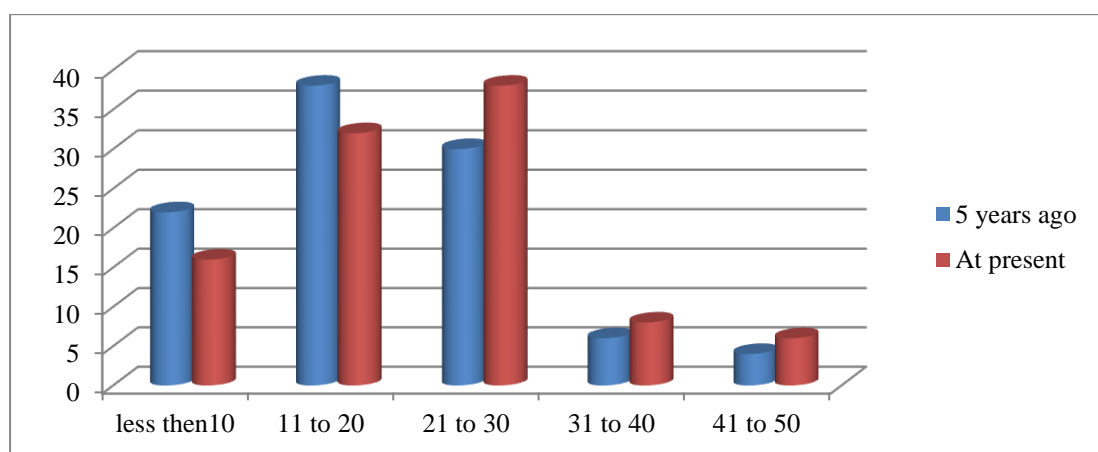


Figure No: 6.

In the above table the monthly income of 50 households are shown as 1 : Rs.1,000 by the different of Rs. 10,000 respectively. Before 5 years ago, 22 percentage people income was less than 10,000 where as 16 percentage people of the study areas' income was less than 10,000. Before 5 years 38 percentage of peoples income were 11,000 to 20,000 per month but now only 32 percentage people income is same as 11,000 to 20,000. Before 5 year, only 30 percentages of people earned Rs, 21000 to 30000 but now 38 percentage of people's income is 21,000 to 30,000 per month. Before 5 years, 6 percentages of people's income was 3, 10,000 to 40000 but it rose 8 percentages of people's income is 31,000 to 40000 per month. And before 5 years only, 4 percentage of the people's income was above 40,000 per month where as now 6 percentages of people's income is more than 4, 00,000 per month.

5.4. Food Sufficiency in Respondent Household:

Almost all part of the Manang is covered by the great hills, mountain and Himalayan. There is no suitable farming place. About 10 to 15 percent land is suitable for the use of cultivate perspective. The food sufficiency's for the respondent houses are illustrated into the following table.

Table No: 14.

Food sufficient in months	House hold	Percentage
Less then- 3	18	36%
3-6	14	28%
6-9	10	20%
9-12	8	16%
Total household	50	100%

Sources: Field survey 2014

Among those 50 households, 18 households use their product as less than 3 months for their livelihood whereas other 14 households use their own product for three to six months as the livelihood perspective. Other 10 households use their own product since 6-9 months and other remaining 8 households use their own product for 9-12 months. It depicts that they don't have any alternate income generating or source of food supplementary. There is scarcity of fertile land and people are prioritized to the field of tourism.

5.5. Time Access from Beshishahar after Construction of Motor Road.

After construction the road vehicle are regularly services 8 to 9 months. Every day 8 to 10 vehicles reach in Manang district. These vehicles carry manly goods and tourists who were not interested to walk but want to go Manang. The field survey shows that before the road construction men who lived in Manang in different hamlet and small city were using the mode of vehicle viz: horse, donkey, yak and potter, it takes maximum time to reach in Manang but now the road has been constructed and time has saved by their villager.

Table No 7: Time access from Besishar.

Name of the Hubs	Time before Road Construction	Time after Road Construction	Time Saved
Tal	36hr.	6hr.	30hr
Dharapani	38hr.	7hr.	31hr
Bagarchhap	40hr,	8hr.	32hr
Timang	42hr.	9hr.	33hr
Koto	44hr.	9:30hr	33:30hr
Chame	45hr.	10hr	10hr

Sources: field survey 2014

Before the road construction, it should take 36 hours to reach to Tal, 38 hours Dharapani, 40 hours to Bagarchhap, Timang for 42 hour, Koto for 44 hour and Chame for 45 hour respectively.

But after construction of the road Mahendra four wheeler jeep has been servicing in that area which helps the villager to save their time. But nowadays people are using that facility through the vehicle which takes 6 hour for Tal, 7 hour for Dharapani, 8 hour for Bagarchhap, 9 hour for Timang, 9:30 hour for Koto and 10 hour for Chame from Beshishar. After all, the road facility ensures the life of the local people easier, faster and comfortable.

5.4. Business Activity in Study Area:

Annapurna trekking route is a special trekking route in the world. Maximum visitors visit in this area every year. For providing service for them many hotels, tea shops, retail shops are also established in the trail. Here from field survey what kinds of business are done in the trail is shown in table below. How the road affected the business holder in the trekking trail? The table shows the exciting business status in the main tourism station before and after road started.

Table No 8: Prices of the daily uses food.

S.N.	Type of business	Before road start	After road start	Present condition.
1.	Hotel	98	84	-14
2.	Tea shop	88	67	-21
3.	Retail shop	20	24	+4
4.	Hand ware shop	7	11	+4
5.	Medical shop	4	6	+4
6.	Curio shop	5	4	-1
7.	Vegetable shop	7	9	+2
8.	Stationary	8	8	=0
Total				

Sources: field survey 2014

Before the road was starting 98 hotels are in Tal, Dharapani, Bagarchhap, Timang, Koto and Chame but after road 14 hotels were reduced and 84 hotels are running now. Before road started 88 tea shops were running but after road construction 67 tea shops are running in that trail. Before road started 20 retail shops were running there but after road started it increases 4 and 24 retail shop are running in now. Before road started, there were 7 hand ware shops but now it increases up to 4 and 11 hand ware shops are running in the trail. Now 6 medical shops are running in the different hubs near by the road whereas before road constructed only 4 medical shops were running in the trail. Before road started there has 5 curio shops there but after road started it decreases and only 4 curio shops are running now, before road started 7 vegetable shops were in the trail but after road construction 9 vegetable shops are found running but the number of stationary is same before and after the road construction.

5.7. Overview Perception of Road by Local People:

Generally motor road is needed for the people. But situational condition is that how much does it need in different area is main thing. The Annapurna trekking trail is the world's longest and famous trekking trail. It is the second highest destination for the trekking after Mount Everest. The given table shows how the road is important and suitable.

Table NO 6: Satisfaction and un-satisfaction from the road.

Respondents' Perception of Satisfaction	Number of Respondents	Percentage
Satisfied	17	34
Unsatisfied	33	66
Total	50	100

Source: field survey 2014

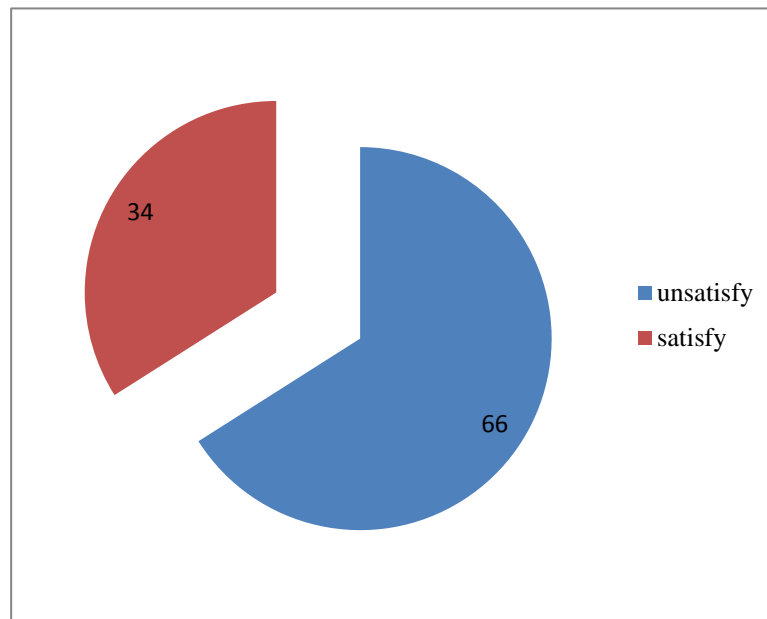


Figure No: 7.

Road is the indicator of development. Without road development other infrastructures of development seem to be uncompleted. But some area is definite as such area where road losses their income, their general earning capacity and their day to day hand to mouth process. People who live in Annapurna circuit have same aforementioned problems that they are not satisfying with the road linked of the world renowned trail. It is found that 66% of the people are not satisfied with road linked and 34% people are satisfied with the road link from the survey.

5.8. Classification of the Tourist by their Purchasing Power.

“Before fifteen years tourist had come to visit hole of the circuit as campaign but now tourist gone directly to the Chame by vehicles” this is the truth word of the local people in the study area. Mainly in this study tourist are classified into two types, Quality tourist and Quality less tourist. This data presents the category of the tourists through the perception of the local people.

Table NO 11: classification of tourist through the perception of the local people.

Road construction	Quality tourist (spending > 15\$/day)	Percentage
Before	44	88%
After	6	12%
Total	50	100%

Source: field survey 2014

Tourists are categorized as per their spending of money in a night stay. If a tourist spends 15\$ per night this tourist is ranked in Quality tourist and if a tourist spends less than 15\$ in a night that tourist is categorized as less Quality tourist. From the 50 sample household before road construction 48% tourist of this area are quality less tourists and 52% of this area tourists are quality tourists. But after the road has been constructed 88% tourists of this area is quality less tourists while only 12% tourists are quality tourists.

5.9. Fuel Usually Used for Cooking in Respondent Household:

Tourist wants different type of food in his visiting period. According to their needs and wants, hotels should fulfill their demands. In this time the fuel that hotel used for cooking proposes is supposed to be indicated as the fast service, protection of environment and saving money.

Table No 12: Fuel used for the cooking purpose.

Hubs	Total respondents	Fire hood	Lp gas	Electricity	Kerosene
Chame	11	7	4	0	0
Koto	9	5	3	1	0
Timang	7	5	2	0	0
Tachi Bagarchhap	3	2	1	0	0
Dharapani	8	5	2	1	0
Tal	12	6	3	3	0
Total	50	30	15	5	0
Percentage	100	60	30	10	0

Source: field survey 2014

Out of 50 households in six different hubs of tourism area, most of the hotels used fire wood for cooking proposes. In Chame, among the total respondents' hotels are 11, out of 11 hotels, 7 used firewood and 4 hotels used LP gas. In Koto, out of 9 hotels, 5 hotels used firewood, 3 hotels used LP gas and 1 hotel used electricity. Another important station of tourist is Timang, total respondent hotels is 7, out of 7 hotels 5 hotels used fire wood and 2 hotels used LP gas. Likewise, another station of tourism is Tachi Bagarchhap, survey in 3 hotels out of 3, 2 hotels used firewood whereas it was found that 1 hotel used LP gas. Moreover, Dharapani is another station of tourist. In Dharapani total respondent hotels is 8, out of 8 hotels, it was found that 5 hotels used firewood, 2 hotels used LP gas and 1 hotel used electricity. And Tal which is the popular entry point of Manang has the 12 respondent's hotels. Out of 12 hotels, 6 hotels used firewood, 3 hotels used LP gas and 3 hotels used electricity.

5.10. Migration Situation of Different Tourism Station after Road Start:

After road started in Annapurna circuit, people are migrated from the village to road side and main tourism place like Chame Tal and Dharapani. Likewise, some people are migrated from the trail to Besishar, Pokhara and kathmandiu. Mainly tourism related business holders are displacing from the trail after construction the road. The following table shows the data that people are migrated after road has been constructed in the trekking trail of Annapurna circuit.

Table No 13: Migration situation in different hubs.

Place	Total HH	In Migration		Out Migration	
		Total HH	Percentage	Total HH	Percentage
Tal	66	0	0%	3	4.54%
Dharapani	44	12	27%	2	4.45%
Bagarchhap	38	5	13.15%	1	2.63%
Timang	19	2	10.52%	0	0%
Koto	18	0	0%	0	0%
Chame	250	1	0.22%	28	0.62%

Source: field survey 2014

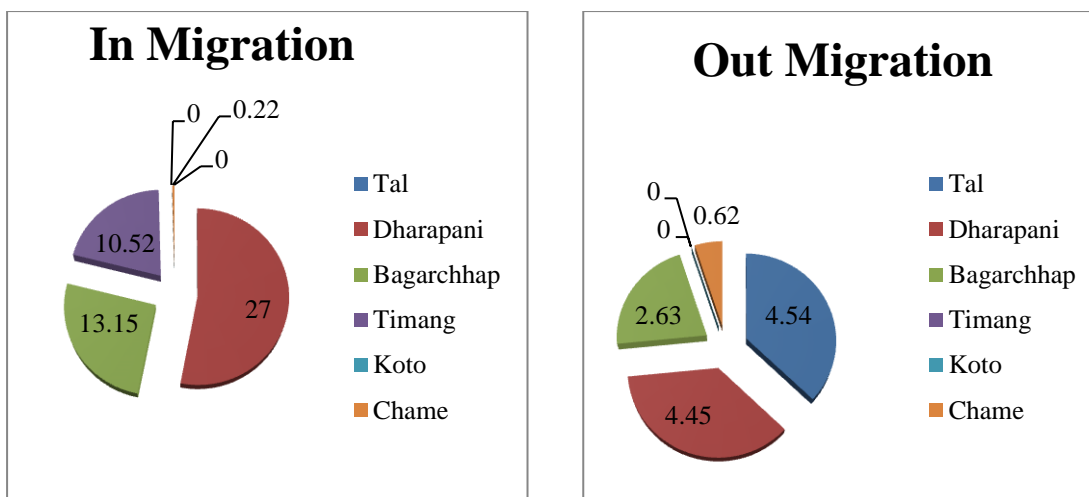


Figure No: 8.

Tal is typical place than other selected places. It is about one kilo meter away from the newly constructed road. This place has agglomerated settlement. So, migration rate in Tal is not affected by road. The migration rate in Dharapani is 12 HH are displaced from there and 2 HH come to re-settle. Similarly, 5 HH are displacing from the Bagarchhap out of 38 HH and 1 HH comes to settle in there. Out of 19 HH, 2 are displaced and no any HH come to re-settle in Timang. Here is no migration in Koto due to the road construction. In Chame out of 450 HH, 1 HH goes out and 28 HH come to settle.

5.11. Rate of Daily Uses Foods Before and Now:

The price of basic goods and services for human life as Rice, Oil, Masala, Salt and Dalhans price is radically distinct as low now rather than as previous time after the accessibility of transportation is there. This kind of fact figure is portraying on through the following table.

Table No 15: Price of the daily uses foods.

General food	Price before rods start	Price after road start	Different in price	Percentage of differentiation
Normal Rice	110 Rs/kg	90 Rs/kg	Rs. 20	18.18%
Oil	225 Rs/lit	195 Rs/kg	Rs. 30	13.33%
Masala	300 Rs/kg	270 Rs/kg	Rs. 30	10%
Salt	25 Rs/kg	20 Rs/kg	Rs. 5	20%
Dalhans	250 Rs/kg	215 Rs/kg	Rs. 35	14%

Source: field survey 2014

These data has been extracted from ‘Tal’ and ‘Chame’ tourism hobs through focus group discussion as live way. The price of the rice had Rs 110 per/kg as previous time when there was no accessibility but now the situation has been changed. The price of the rice is only Rs 90 per/kg because of accessibility of the transportation. As the same way, there is Rs 20 for normal rice, Rs 30 for oil, Rs 30 for masala, Rs 5 for salt and Rs 35 for dalhns differences can be seen as into above table through respective way.

5.12. Beneficiary of the Road:

The road construction is the basic needs of the development but at all places as its availability is not necessary. There are several famous places or circuits as all over the world. Among them, most of circuits in Nepal as Annapurna circuits which gives the economical strengths for Nepalese economy. But now, it is going on devastation because of road accessibility. The communities’ wish and trekkers wish to remain as the natural scenarios as protective way and nobody and not anything may impact it. But now, such natural scenarios are going to be polluted because of imbalance road construction. Now the beneficiary to the community is reduced because of road construction. So, the development as road construction is each and every places are not necessary and we can say that the beneficiaries of those types of circuits as previous times and now after accessibility of the road construction should be studied deeply. Hence, the beneficiaries of the road construction may be depicted as follows.

Table No 16: The main Beneficiary of the Annapurna Circuit Road.

Beneficiary	Total respondent	No. of beneficiary	Percentage
Hotel owners	14	1	7.14%%
Local people	12	3	25%
Tourist	12	4	33.33%
Other people	12	6	50%
Total	50	14	

Source: field survey 2014

In the table, beneficiaries are categorized into four groups, which are representing the direct beneficiary of those places. Actually, the ratio of beneficiary should be more as hotel proprietor, local people and tourists but the situation supposed to be seen as beyond this fact figure. Hence, certain mass of the rich people and much more smugglers supposed to be seen as direct beneficiary in practical life. This kind of

bitter truth is evoked by the table no.16. As see here, 7.14% Hotel owners, 25% local people, 33.33 % tourists, and other 50% certain rich people including mass of smugglers have been become as direct beneficiary. Hence, among 33.33% percentage tourists are belonging to Nepalese nationality that does not have enough monetary power. As a result, there cannot be seen as contribution for local economy and national economy.

5.13. Impact Seen in Road Constructed Area.

The huge mass of impacts can be seen into the community because of road constructive activities. We have categorized the majority of the impacts into practical behavior through these four indicators as natural, socio-cultural, income generation and social security. Accordance with their statement, the most responsible factors impact on these ways which are illustrated as into following table.

Table No 17: Priority given by the local people.

Title	Number of people	Percentage
Impact in Income Generation	8	16%
Impact in Natural Resources	20	40%
Impact in Social Culture	2	4%
Impact in Social Security	20	40%
Total respondent	50	100%

Source: field survey 2014

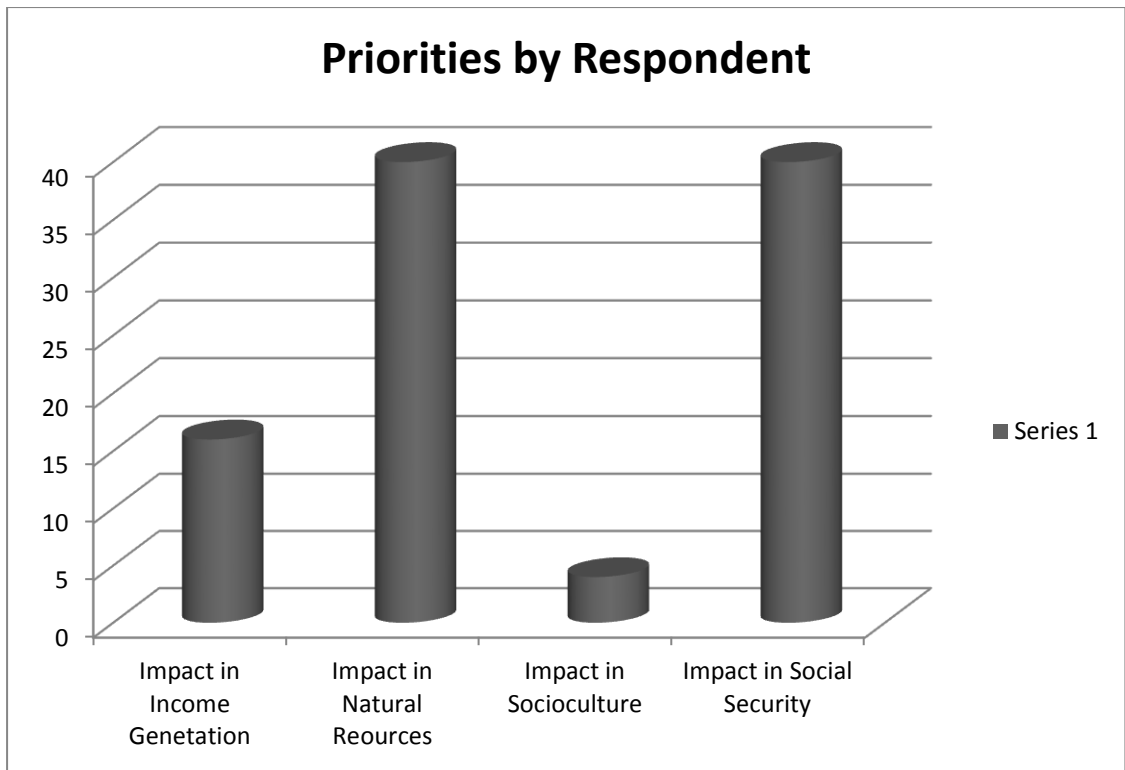


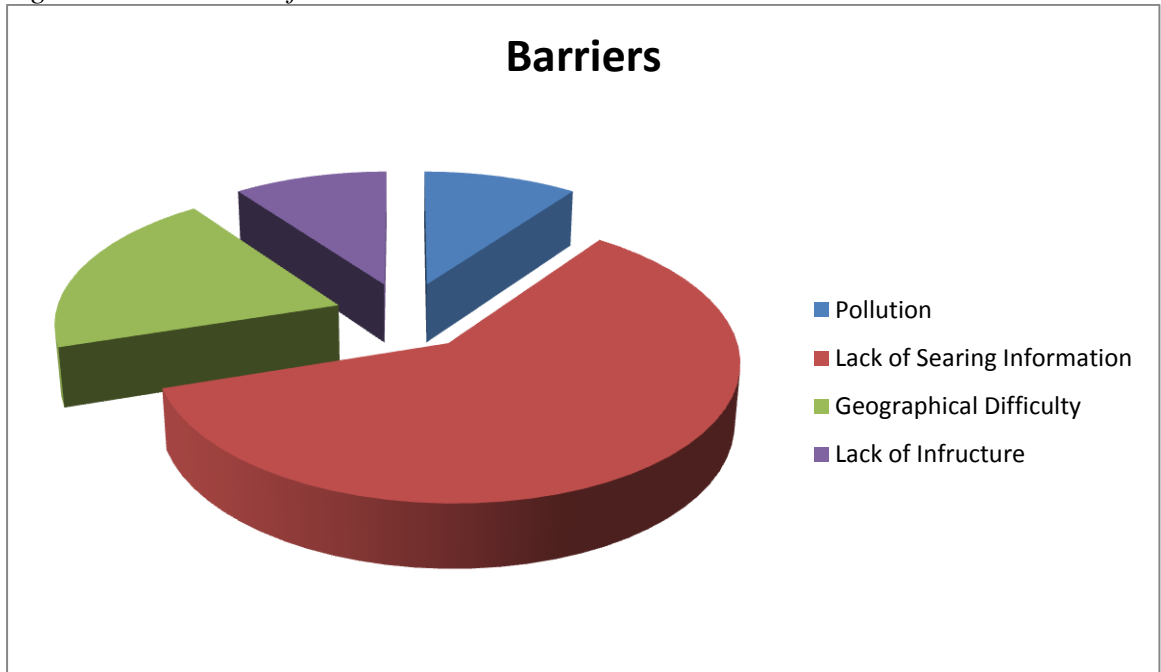
Figure No: 9.

As we see into the figure the natural resources and social security's have been impacted because of road construction. Similarly, income generation and social culture have been affected. As we represent as on the basis of data wise, 40% percent for natural resources and social security have been impacted and 16% and 4% for income generation and social culture have impacted as respective way.

5.14. Barrier of Tourist Visited in this Area.

Tourists are selected there visiting area according to their interest. First everything we heard and that attracts us then wants to visit that area. Likewise tourists are also think is it possible or not to visit this area, then plan to visit. This table shows the barrier of the tourist to visit the Annapurna trekking trail.

Figure No 10: cause of not entrance the maximum tourists.



Source: Field survey 2014

From the field survey in the study area the main barrier of the visiting in Annapurna circuit is lack of searing information. 58 percent of the respondent are agree to this point. Among the total respondent 18 percent people are saying geographical difficulty is the main problem of the tourist visiting in the Annapurna trekking trail. Similarly 14 percent people are saying that the underdevelopment infrastructure is the main barrier of tourist and 10 percent people are saying that the main barrier of this area is pollution.

CHAPTER - SIX

1. MAJOR FINDINGS, SUMMARY AND CONCLUSION

Some key information had been obtained from this field based study about the new constructed road in the Annapurna circuit in the major's tourism station from Tal to Chame in Manang district. This study was mainly focused in positive and negative impact in business, livelihood, and income generation in the study area, social security and environmental degradation was also the part of the study. Generally it has analyzed before and now for the ratio of tourist flow and their standard, price of the different goods, the environmental effect, social security and numbers of other relevant topics. The major findings about impact of road in Annapurna circuit in the study area are given below:

Measure Findings:

- Before the road constructed the people of Manang used to walk 4/5 days to catch the vehicles in Besishar. Now Chame has been linked with the motor road vehicles and the people go easily in 9/10 hour in Chame from Beshishar, though people were found unsatisfied with the road link because the most famous world recognized trekking trail has been endangered and the living pattern has also changed along the road. These days after the construction of the road, the tourists directly go to Chame and the rest of the hubs centers have been changed like remote areas or isolated and neglected places.
- Business pattern have also been fund changing in the study area. Hotel, restaurant, teashop and curio shops numbers have got decreased rapidly day by day and other business like retail shop, hand were shop medical shop vegetable shop have increased in a few numbers. And book shops of this area are in the same number before and now.
- Through the group discussion, it was found that social security was decreasing in the study area after construction of the road. The important things like herbs (local medicine in the mountain reason) were randomly smuggled after construct the road, girls and women were also found unsecure in that region. The big trees in this area were cut down and exported in the urban area like Besishar, Pokhara and Kathmandu etc.

- The environment is polluted after constructed the road. Now there is only track develop and in this conduction small kind of vehicles such as Mahendra bolero, mustang max and motor bike are run in that track. These vehicles bum up the dust in the trekking trail of Annapurna circuit. These type of activity made polluted environment and the tourist who wants to visit on foot in this areas also visited by vehicles.
- The prices of daily materials like Rice, Oil, Masala, Salt and Dalharn is decrease Rs. 5 to Rs 35 in kg. This thing is positive for the local people, but the hotel owner and related in the tourism sector people are not satisfy this even the rate is decrease.
- This study shows that, the main beneficiary of the newly constructed road had been Reach people who are lived in out of the district, business holders, and government service holders. 46% of the people have been agreeing in this option. Tourist local people and hotel owner had not benefited by the road.
- Through the road construction it made the much vulnerable in natural and social security in the study area.
- Migration from the people in the trekking trails had been decreased and migration in the road area had been increased in the study area. Population of the Chame is highly increased in now days but other areas had been decreased.

Conclusion:

The role of tourism for national development cannot be exaggerated in Nepal. The scope of adventure tourism and green tourism has been increasing over time. The Annapurna Circuit is a unique and one of the best trekking routes in the world for the unique diversity from geographical, biological, climatic, cultural and social aspects. It is the area where which has demonstrated the success of conservation along with local development by involving local people. With the increasing number of tourists in the region, some challenges have also emerged. The issue of mass tourism versus quality tourism becomes a concern when the number of tourists increases rapidly in such a small valley. Likewise, the issue of sustainability of tourism development is of prime concern and has already been noted in rural tourism destinations of developing countries (Nepal, 2008).

In the meantime, there has been road linking this area with Besisahar. Whether motorable road linking Upper Manang with the south is good for tourism development and prolongation of tourist stay in this area? Is debatable issue, let alone environmental effects of such activities in the overall pristine landscape of the area. The Besisahar–Chame road is a case in point. It mainly follows the existing trekking route and has already compromised the trekking attraction of the route. The search of alternative route and the diversity of tourism products in the villages are essential for extending the length of stay of tourists. The measure conclusions are given in the following points:

- Even the road facilities have found by the people of the Annapurna circuit, they are not satisfied because their tourism business has maximum decreased. The most popular trekking trail is going to be endangered. The living pattern of this area has also changed. Local people worried about their future and searching another work for sustainable living in their own area.
- Rest of some tourism hubs, most of the area are change in isolated remote area after construction of the road. But the distance to reach in market area like Besishar, Pokhara and Kathmandu is easily access now a day.
- Tourism business had disturbed by the newly constructed road. Numbers of tourist are increased but their purchasing power is not increased. It means quality tourists are decrease and quality less tourist are increased in the Annapurna circuit after construction of the road.
- As the name of development the importing thing like medicine hubs and the biggest trees of this area are smuggled. The social security is loose day by day women and girls are not filling safety in their own area and home. Government should action against that type of the problem in the study area.
- The newly constructed road has some advantages also. The daily uses materials like food, clothes, vegetables and other materials are seemed to be fewer prices then before construction of the road.
- The rich people who are lived in out of the district are the main beneficiary of the road. The real local people of these areas who are always settling in the study area have lost their income generation activities. They are worried about the future. And claimed that this problem is occurred by some higher classes' people in this areas and business man from outside of the district.

- Naturally it made much vulnerable in the study area. Road had construct but no prevention method are applied in the future possible accidents, endanger species and animals are decreases in this area and may be in the condition of loses form there.
- People have been migrating from the old trekking trails to headquarter of the district or shift to big city like Kathmandu, Pokhara and Besishar. Because the flow of the trekking tourist is decrease day by day.

Recommendation:

Nepal has great potential in trekking tourism along with it can offers wide range of activities to the tourists. Unfortunately there has not been enough planning and strategic for the development of this sector. Nepal still has existing infrastructure and services for the tourists which is comparatively poor. In current situation Nepalese tourism need diversification, both in terms of product and destinations. For example trekking tourisms are mainly focused on some parts of region such as Mount Everest, Helambu Langtang and the Annapurna Region. All the development project and infrastructure are centralized in this region. Because of that other parts of mountain region are neglected. There have been few actions taken at supply side management, destination and planning enhancing on demand. The local communities are far away to get direct advantage from the tourism. I think local habitants are the key factor; development should be done by the local people wants and need. The road of Besishar to Chame is also the example of behind the local people want. The local people they should be motivated to involve every project run in their community. It gives positive feeling towards tourism activities and the whole national development.

Though road is important for Manang, it should tried to find out alternative way of connection in Chame. Now, the world most famous trekking trail is turn into world most top ten dangerous roads. Now the government and the tourism developer agency must think that the alternative way of trekking trails to reach in Manang. The smuggling of natural medicine hubs and environmental conservation is another issue. Line agency and government should attendances their mind in this issue to protect and conservation.

For future prospectus the Annapurna Region can be a paradise for the trekkers. It could be one of the hotspot destinations in the world in terms of mountain tourism activities. This region has its own reputation about the natural biodiversity. Each protected areas have their own uniqueness and importance. Tourism becomes major source of earning in the Annapurna Region. There is lack of information about protected areas of Nepal. More publication, research is needed to explore the country's socio-bio-physical situation. Marketing is necessary with rest of world for the information flow. Within country information centers need to be developed. In the protected area, there should be an information unit. In Nepal along with the Annapurna Region one serious but least understood topic is mass tourist verses quality tourist. The need to planning and mention in constitution of qualitism in tourism like tourist most spend certain currency in a day have a started as soon as possible. Beside this eco-tourism, could be the important product for the sustainable future in the region.

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Questionnaire for the local people:

A. General information:

- Name:
- Address: village development committee:
Wada no:
- Sex :
- Age:
- Occupation:
- Education:
- Training:
- Family size:
 - i) Joint
 - ii) Nuclear

B. Questioner:

- 1) What is the main source of income generation of this area?
 - i) Tourism
 - ii) Agriculture/livestock
 - iii) Out going
 - iv) collection of natural medicine
- 2) When do you start this occupation?
 - i) Before 5 years
 - ii) Before 10 years
 - iii) Before 15 years
 - iv) More than 15 years ago
- 3) Can you rank it by priority order?
 - i) Tourism
 - ii) Agriculture/livestock
 - iii) Collection natural Medicine
 - iv) Out going
- 4) Generally how much money earn in a year in your family?
.....
- 5) Is there any tourist information center in your area?
 - i) Yes
 - ii) No
- 6) How much do you read?
 - i) Literate
 - ii) Secondary level
 - iii) primary level
 - iv) illiterate
- 7) Have you get any tourism related education or training?
 - i) Yes
 - ii) No

- 8) Has any tourism training center or tourism supported program in your area?
 i) Yes ii) No
- 9) Do you have toilet in your home?
 i) Yes ii) no
- 10) If yes, which type of toilet do you have?
 i) False toilet iii) toilet with pane
 ii) Simple toilet.
- 11) What is the source of drinking water?
 i) Tap water iii) stream water
 ii) Spring water
- 12) Do you have hot shower in your hotel? (If it is hotel)
 i) Yes ii) no
- 13) In which food tourist are enjoy?
 i) Typical Nepali iii) Indian
 ii) Chinese iv) continental
- 14) Which language do you speak with tourist?
 i) English iii) Nepali
 ii) Other language
- 15) Do you get any language classes or training?
 I) yes ii) no
- 16) If No, what is the way of conversation?
 i) By signal ii) by sign language
- 17) What do you use in cooking purpose?
 i) Fire woods iii) gases
 ii) Electricity iv) other
- 18) Which medical institutions are available in your area?
 i) Health post iii) primary health care
 ii) Personal medical IV) Hospital.

26) Is there Different in spending in money before and now?

1) Yes,

2) No,

27) Is there any change in social security before construction the road and after construction the road?

1) Yes,

2) No,

28) What kind of effect has been seen?

1) Positive, What are
they.....

2) Negative, What are
they.....

29) Ranking the impact that has been seen in the study area?

1) Impact in Natural Sector 2) Change in Income Generation

3) Change in Socio-couture 4) Change in social Security,

30) What is the main barrier of tourist visited in this area?

1) Pollution, 2) Lack of searing information,

3) Geographical difficulties, 4) Lack of infrastructure development,

Questionnaire for the Focus Group Dictation

General Information:

- 1) No. of Participations:
- 2) Name of Participations:
 - 1.
 - 2.
 - 3.
 - 4.
 - 5.
- 3) Location:

Question or Checklist:

- 1) How many household lived in this area?
- 2) What is the main source of income in this area?
- 3) Generally how much money earn per a year by a household in here?
- 4) What do you think about newly constructed road?
- 5) Generally what is tourist want? Trekking or Vehicle?
- 6) What type of impact has been seen by the road in your business activity?
- 7) What are the advantages and disadvantages of this road?
- 8) What types of tourists are come before and now?
- 9) Does anybody migrate from here due to the road?
- 10) What type of impact seen in road constructed area?
- 11) Do you have any think to say about the road in its impact?

1. PHOTOES:



Photo of taken interview with the hotel owner/ local people in Tamang.



Vehicle, in the way of Manang Chame.



Focus Group Discussion in Tal Manang.



The motor way in manang.



Preparation for interview with the hotel owner in Koto Manang.



The entry point of Manang District, Tal.



Treking way of Upper Manang from Chame.

