

The impact of road transportation infrastructure on tourism development in Nigeria

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ABSTRACT

This study examines the impact of infrastructure on tourism development in Nigeria with greater emphasis on road transportation and was carried out to determine if Nigerian roads were unsuitable for safe transportation and for tourism development. Literature was reviewed in the areas of transportation, infrastructure and tourism; it reveals the contribution of tourist industry to Nigeria economy and its impact to tourism development. Structured questionnaires were used for data collection. Data collected were analyzed using tables and simple percentage analysis. Result showed that a developed road transport infrastructure and tourism industry, open up a particular place for development, thereby boosting the revenue earning of such area, transport and encouraging tourism to thrive. Therefore, based on the results of the study, it is recommended that government should ensure continuous and regular check of road transport infrastructure, the safety of the commuters and tourism police to protect life and properties.

Key words: Transport, transportation, infrastructure, tourism.

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INTRODUCTION

Over the years, many tourism-centered organizations and indeed the Nigerian's tourism sector seem to have been subjected to underdevelopment following the effects of poor transportation infrastructure for tourism development. Transport or transportation is the movement of people, animals and goods from one location to another. Modes of transport include air, rail, road, water, cable, pipeline, and space. The field of transportation can be divided into infrastructure, vehicles and operations. Transport is important since it enable trades between peoples, which in turn establish civilization.

Also, transport infrastructure consists of the fixed installations necessary for transport, and may be roads, railways, airways, waterways, canals and pipelines, and terminals such as airports, railway stations, bus stations,

warehouses, trucking terminals, refueling depots (including fueling docks and fuel stations), and seaports. Terminals may be used both for interchange of passengers and cargo and for maintenance. Uche (2010) is of the view that vehicles traveling on these networks may include automobiles, bicycles, busses, trains, trucks, people, helicopters, and aircraft. Operations deal with the way the vehicles are operated and the producers set for the purpose including financing, legalities and policies. In the transport industry, operations and ownership of infrastructure can be either public or private, depending on the country and mode.

Passenger transport may be public, where operation provide scheduled services or private freight transport has become focused on containerization, although bulk transport is used for large volumes of durable items.

Transport plays an important part in economic growth and globalization, but most times cause air pollution and use large amounts of land. While it is heavily subsidized by governments, good planning of transport is essential to make traffic flow, and restrain urban sprawl.

Infrastructure therefore is a part of structure; material or economic base of a society or an organization. It is a basic structure that fosters the good performance of cities', states' or countries' essential services. In this sense, for a country to have a good logistics infrastructure system in the different modes of transportation, constant investment from both public and private sectors are needed.

The study will pay more attention to road transportation. Since 1960, Nigeria's road transportation infrastructure has enjoyed the largest outlay of foreign investment compared with other modes and remains the preferred option for door to door linkage. Until recently, the policy initiative on road infrastructure development, funding, maintenance and even operations has been the sole responsibility of the various tiers of government. The overall logistics infrastructure of a nation can be evaluated on the basis of ten categories of major metropolitan indices including: transportation and distribution industry; transport and distribution work force; road infrastructure; road congestion, road conditions, interstate highway accesses, vehicle taxes and fees, railroad access, water ports access and air cargo access. Tourism is traveling for recreational, leisure or business purposes. The World Tourism Organization defines tourists as people "traveling to and staying in places outside their usual environment for not more than one consecutive year for leisure, business and other purposes". Tourism has become a popular global leisure activity. Total volume of cross-border tourist travel international tourist reached 1.035 billion in 2012, up from over 983 million in 2011 and 940 million in 2010 (Tourism Highlights, 2012). In 2011 and 2012 international travel demand continued to recover from the losses resulting from the late 2000s recession where tourism suffered a strong slowdown from the second half of 2008 through 2009. After a 5% increase in the first half of 2008 growth in international tourist arrivals moved into negative territory in the second half of 2008 and ended up only 2% for the year, compared to a 7% increase in 2007 (World Tourism Organization, 2009). The negative trend intensified during 2009 exacerbated in some countries due to the outbreak of the H1N1 influenza virus, resulting in worldwide decline of 4.2% in 2009 to 880 million international tourist arrivals and a 5.7% decline in international tourist receipts (World Tourism Organization, 2010). With the above statistic it is evident that the last decade witnesses a slow growth in tourism growth.

This study is on the impact of transportation infrastructure on tourism development in Nigeria with greater emphasis

on road transportation is done to unveil the hindrances to, and prospects in tourism in Nigeria vis-à-vis a workable transport system.

CONCEPT AND MEANING OF TRANSPORT

Transport or transportation is the movement of people, animals and goods from one location to another. Modes of transport include air, rail, road, water, cable, pipeline and space. The field can be divided into infrastructure, vehicles, and operations. Transport is important since it enables trade between peoples, which in turn establishes civilizations (Beaver, 2002).

Transport infrastructure consists of the fixed installations necessary for transport, and may be roads, railways, airways, waterways, canals and pipelines, and terminals such as airports, railway stations, bus stations, warehouses, trucking terminals, refueling depots (including fueling docks and fuel stations), and seaports. Terminals may be used both for interchange of passengers and cargo and for maintenance.

In the transport industry, operations and ownership of infrastructure can be either public or private, depending on the country and mode, (Wheat, 2004).

Passenger transport may be public, where operators provide scheduled services, or private. Freight transport has become focused on containerization, although bulk transport is used for large volumes of durable items. Transport plays an important part in economic growth and globalization, but most types cause air pollution and use large amounts of land. While it is heavily subsidized by governments, good planning of transport is essential to make traffic flow, and restrain urban sprawl.

MODE OF TRANSPORT

A mode of transport is a solution that makes use of a particular type of vehicle, infrastructure and operation. The transport of a person or of cargo may involve one mode or several modes, with the latter case being called intermodal or multimodal transport. Each mode has its advantages and disadvantages, and will be chosen for a trip on the basis of cost, capability, route, and speed.

Human-Powered Transport

Human-powered transport remains common in developing countries. Human powered transport is the transport of people and/or goods using human muscle-power, in the form of walking, running and swimming. Modern technology has allowed machines to enhance human-power. Human-powered transport remains popular for reasons of cost-saving, leisure, physical

exercise and environmentalism. Human-powered transport is sometimes the only type available, especially in underdeveloped or inaccessible regions. It is considered an ideal form of sustainable transportation (Sharpley, 2009).

Animal-Powered Transport

Animal-powered transport is the use of working animals for the movement of people and goods. Humans may ride some of the animals directly, use them as pack animals for carrying goods, or harness them, alone or in teams, to pull sleds or wheeled vehicles (Robinson *et al*, 2006).

Road Transport

A road is an identifiable route, way or path between two or more places. Roads are typically smoothed, paved, or otherwise prepared to allow easy travel; though they need not be, and historically many roads were simply recognizable routes without any formal construction or maintenance. In urban areas, roads may pass through a city or village and be named as streets, serving a dual function as urban space easement and route (Groth, 2000).

INFRASTRUCTURE

Bridges, such as Golden Gate Bridge, allow roads and railways to cross bodies of water. Infrastructure is the fixed installations that allow a vehicle to operate. It consists of a way, terminal and facilities for parking and maintenance. For rail, pipeline, road and cable transport, the entire way the vehicle travels must be built up. Air and water craft are able to avoid this, since the airway and seaway do not need to be built up. However, they require fixed infrastructure at terminals. Terminals such as airports, ports and stations, are locations where passengers and freight can be transferred from one vehicle or mode to another. For passenger transport, terminals are integrating different modes to allow riders to interchange to take advantage of each mode's advantages. For instance, airport rail links connect airports to the city centers and suburbs. The terminals for automobiles are parking lots, while buses and coaches can operate from simple stops. For freight, terminals act as transshipment points, though some cargo is transported directly from the point of production to the point of use (Dickinson and Lumsdon, 2010). The financing of infrastructure can either be public or private. Transport is often a natural monopoly and a necessity for the public; roads, and in some countries railways and airports are funded through taxation. New

infrastructure projects can involve large spending, and are often financed through debt. Many infrastructure owners therefore impose usage fees, such as landing fees at airports, or toll plazas on roads. Independent of this, authorities may impose taxes on the purchase or use of vehicles (Graci and Dodds, 2010).

CONCEPT OF INFRASTRUCTURE

Infrastructure is defined as part of a structure; material or economic base of a society or an organization. Therefore, infrastructure can be seen as the basic structure that fosters the good performance of cities', states' or countries' essential services. In this sense, for a country to have a good logistics infrastructure system in the different modes of transportation, constant investments from both public and private sectors are needed (Bulbeck, 2005).

Organizations, especially in a competitive and globalised world, require infrastructure compatible with their needs and demands, in order to transmit their products and services to different producers and demand centers in different parts of the globe.

TRANSPORT INFRASTRUCTURE SYSTEM

The existing transport infrastructure in Nigeria for obvious reasons is affecting the economic performance and organizations competitiveness. The transport infrastructure in Nigeria consists of the following modes: road, rail, maritime, pipelines and air. From available statistics, the bulk of cargo transported round Nigeria makes use of the road system. The pipeline system basically is used to transport oil, gasoline, diesel, natural gas and others, the air system are probably the less used in comparison with rest (Ghimire, 2001).

VEHICLE

A vehicle is any non-living device that is used to move people and goods. Unlike the infrastructure, the vehicle moves along with the cargo and riders. Vehicles that do not operate on land are usually called crafts. Unless being pulled by a cable or muscle-power, the vehicle must provide its own propulsion; this is most commonly done through a steam engine, combustion engine, electric motor, a jet engine or a rocket, though other means of propulsion also exist. Vehicles also need a system of converting the energy into movement; this is most commonly done through wheels, propellers and pressure. Vehicles are most commonly staffed by a driver. However, some systems, such as people movers and some rapid transits, are fully automated. For

passenger transport, the vehicle must have a compartment for the passengers. Simple vehicles, such as automobiles, bicycles or simple aircraft, may have one of the passengers as a driver (Groth, 2000).

OPERATION

Private transport is only subject to the owner of the vehicle, who operates the vehicle themselves. For public transport and freight transport, operations are done through private enterprise or by governments. The infrastructure and vehicles may be owned and operated by the same company, or they may be operated by different entities. Traditionally, many countries have had a national airline and national railway. Since the 1980s, many of these have been privatized. International shipping remains a highly competitive industry with little regulation, but ports can be public owned.

Transport planning allows for high utilization and less impact regarding new infrastructure. Using models of transport forecasting, planners are able to predict future transport patterns. On the operative level, logistics allows owners of cargo to plan transport as part of the supply chain. Transport as a field is studied through transport economics, the backbone for the creation of regulation policy by authorities. Transport engineering, a sub-discipline of civil engineering, and must take into account trip generation, trip distribution, mode choice and route assignment, while the operative level is handled through traffic engineering. Aerial view of roundabout,(a junction of several streets). Vehicles traverse around the roundabout, which is surrounded by buildings, mostly multi-storey. The engineering of this roundabout in Bristol, United Kingdom, attempts to make traffic flow free-moving (Mitchell and Ashley 2009).

Because of the negative impacts made, transport often becomes the subject of controversy related to choice of mode, as well as increased capacity. Automotive transport can be seen as a tragedy of the commons, where the flexibility and comfort for the individual deteriorate the natural and urban environment for all. Density of development depends on mode of transport, with public transport allowing for better special utilization. Good land use keeps common activities close to people's homes and places higher-density development closer to transport lines and hubs; minimize the need for transport. There are economies of agglomeration. Beyond transportation some land uses are more efficient when clustered. Transportation facilities consume land, and in cities, pavement (devoted to streets and parking) can easily exceed 20 percent of the total land use. An efficient transport system can reduce land waste. Too much infrastructure and too much smoothing for maximum vehicle throughput means that in many cities there is too much traffic and many-if not all-of the

negative impacts that come with it. It is only in recent years that traditional practices have started to be questioned in many places, and as a result of new types of analysis which bring in a much broader range of skills than those traditionally relied on-spanning such areas as environmental impact analysis, public health, sociologists as well as economists who increasingly are questioning the viability of the old mobility solutions. European cities are leading this transition.

CONCEPT OF TOURISM

Tourism is travel for recreational, leisure or business purposes. The World Tourism Organization defines tourists as people "traveling to and staying in places outside their usual environment for not more than one consecutive year for leisure, business and other purposes". Tourism has become a popular global leisure activity. Anyanwu et al. (2012) describes tourism as a multi-dimensional, multifaceted activity which touches lives and business activities. The business activities may include, restaurants, hotels, motels, travel agencies, car rentals and transport companies. Anyanwu et al. (2010) described tourism as a journey one embarks on from his normal residence to another place for reasons connected with recreational purposes, which could also be religious, educational and sightseeing. Tourism is important, and in some cases, vital for many countries. It was recognized in the Manila Declaration on World Tourism of 1980 as "an activity essential to the life of nations because of its direct effects on the social, cultural, educational and economic sectors of national societies and on their international relations. "Tourism brings in large amounts of income in payment for goods and services available, accounting for 30% of the world's exports of services, and 6% of overall exports of goods and services. It also creates opportunities for employment in the service sector of the economy, associated with tourism. These service industries include transportation services, such as airlines, cruise ships and taxicabs; hospitality services, such as accommodations, including hotels and resorts; and entertainment venues, such as amusement parks, casinos, shopping malls, music venues and theatres, (Dickinson and Lumsdon 2010).

TOURISM IN NIGERIA

Nigeria over the years have realized the danger of continuous dependence on oil base-economy with little or no effort made to avert this imminent danger and catastrophe that may likely unveil on depletion or as a result of oil glut. Little wonder, in recent time there has been calls to diversify the economy into solid mineral investments as giving room for local and foreign investors

Table 1. Analysis of administered questionnaires.

Responses	Frequency	Percentage %
Questionnaire returned	70	87.5%
Questionnaire not returned	10	12.5%
Total Number of questionnaire Distributed	80	100%

to engage in an organized solid mineral exploitation with the aim of increase earning. Though, the solid mineral exploitation is still at its teething stage, nevertheless it will contribute in foreign exchange earnings. However, it is still boils down on the same raw material-based economy. Against the back-drop of search for a more virile diversified economy that will create a paradigm shift from oil-based economy to a service oriented economy, located a gap in the tourism sub-sector. Hence, the need for more articulated policy guideline that can stimulate individual and organizations both local and foreign to engage in this emerging market exist. Considering the geographical placement of Nigeria and its enviable-rich cultural heritage is evident that the time for exploitation and showcase our touristic values have come. Nigeria offers a wide variety of tourist attractions such as extended and roomy river and ocean beaches ideal for swimming and other water sports, unique wildlife, vast tracts of unspoiled nature ranging from tropical forest, magnificent waterfalls, some new rapidly growing cities and climatic conditions in some parts particularly conducive to holidaying. Mask other attractions include traditional ways of life preserved in local customs; rich and varied handicrafts and other colorful products depicting or illustrative of native arts and lifestyle, and the authentic unsophisticated but friendly attitude of many in the Nigerian population. However, many of these attractions are still largely untapped and even at their raw states; they are still being enjoyed by few outsiders, either very rich visitors in quest of exoticism or adventurous people in search of new challenges and experiences (Anyao, 2012).

The rich traditional festivals of various ethnic group, beautiful hotels, natural edifice, and recreational parks and so on attract both domestic and international tourists (Ojobor, 2008).

Therefore, it is known that lack of required modern infrastructural facilities and in some parts of the country acute conditions of underdevelopment and poverty can be seen, which many potential Nigeria bound tourist may not like to be confronted with. These are impediments to tourism, which the new administration has been tackling since assumption of office. Investors, both foreign and local are therefore called upon to come and invest in the abundant tourism potentials in the country. The richness and diversity of Nigeria's tourism resources coupled with economic liberalization policies will provide investment opportunities in various areas as follows:

- i.) Heritage/Cultural tourism resources development of slave trade relics.
- ii.) Establishment of museums and preservation of monuments
- iii.) Wildlife tourism resources.
- iv.) Development of hiking trails and Jeep tracks in the national parks.
- v.) Development of picnic and camping sites at strategic locations within the trail circuit system in the national parks.

Nigeria tourism potentials can best be expressed when take a look at the type of tourism destinations. There are four types of destinations which largely determine consumers' choice: natural destinations, built attractions, cultural attractions, and social attraction. Natural attractions are visits to natural attractions normally referred to as Eco-tourism. Nigeria tourism development is centered on eco-tourism (Obot, 2003).

COLLECTION OF DATA

To present a critical report based on the impact of road transportation infrastructure on tourism development in Nigeria, questionnaires were administered. The questionnaires were analyzed and the results presented. As indicated in Table 1, out of a total of eighty (80) questionnaires administered, seventy (70) were completed and returned, the other ten (10) were withheld. The analyzed data was therefore being based on the seventy (70) successfully marked and returned questionnaires. Simple percentage analysis was used in analyzing the data.

ANALYSIS AND INTERPRETATION OF DATA

The analysis from Table 2 show that 71.4% of the respondents strongly agreed that tourism development in Nigeria will be improved with good road transportation infrastructure. 14.3% also agreed while other 14.3% strongly disagreed that tourism development in Nigeria will not be improved with good road transportation infrastructure.

As shown in Table 3, the analysis showed that 57% of the respondents are of the view that government contributes positively, 29% indicated that government

Table 2. Tourism development in Nigeria will be improved with good road transportation infrastructure.

Responses	Frequency	Percentage %
Strongly Agreed	50	71.4%
Agreed	10	14.3%
Strongly Agreed	10	14.3%
Total	70	100%

Table 3. Government Contribution towards tourism sector in Nigeria.

Responses	Frequency	Percentage %
Positive	40	57%
Fairly Positive	20	29%
Negatively	10	14%
Total	70	100%

Table 4. What can you say about the transportation infrastructure in Nigeria?

Responses	Frequency	Percentage %
Developed	18	26%
Developing	35	50%
Under developed	17	24%
Total	70	100%

Table 5. What is your assessment on the level of tourism growth in Nigeria?

Responses	Frequency	Percentage %
Excellent	8	11%
Good	25	36%
Fair	20	29%
Poor	17	24%
Total	70	100%

Table 6. How effective are the Federal and State governments exercising supreme control and supervision over a developed road transportation infrastructure and transport sector.

Responses	Frequency	Percentage %
Very efficient	50	71%
Inefficient	20	29%
Total	70	100%

contribute fairly positive, whereas 14% said Government contribution is negative.

The statistic in Table 4, indicates that 26% of the respondents attested that transportation infrastructure in Nigeria is developed, 50% believed that the transportation infrastructure in Nigeria is developing, while 24% respondents are of the view that transportation infrastructure in Nigeria is underdeveloped.

Table 5 contained the analysis of the responses from the

respondents which clearly indicates that 11% of the respondents reckoned that the level of tourism growth is Excellent, 36% viewed that it is good, 29% noted that the level of tourism growth in Nigeria is fair, while 24% believed that it is poor.

In Table 6, the analysis showed that 71% of the respondents are of the view that Federal and State Government are efficient in exercising supreme control and supervision over a developed road transportation

Table 7. How does the economy benefit from a developed tourism industry?

Responses	Frequency	Percentage %
Job opportunities	55	79%
Causes Problem	10	14%
Poor Management	5	7%
Total	70	100%

Table 8. Who are responsible for planning and development of Road transportation infrastructure?

Private	16	23%
Tiers of Government	19	27%
All of the above	35	50%
Total	70	100%

infrastructure and transport sector, while 29% of the respondents believed they are inefficient.

Table 7 contains the opinions collected from the respondents as regards to what the economy benefit from developed tourism industry. To this effect 79% respondents stated that the economy can benefit job opportunities from developed tourism industry. 14% reckoned that developed tourism industry can cause problem, while 7% respondent heightened that the economy can drive poor management.

The statistics in Table 8 shows that 23% of the respondents reckoned that private sector should be responsible for the planning and development of road transportation infrastructure in Nigeria, 27% believed that the three tiers of government are to plan and develop road transport infrastructure in Nigeria, while 50% respondents stated that all of the above, both private and the three tiers of government are to be responsible for planning and development of road transportation infrastructure in Nigeria.

FINDINGS

Based on the presentation, analysis and interpretation of data, the following findings were recorded:

- i.) The economy benefits from a developed tourism industry through the provision of job opportunities to both skill and unskilled in the field of tourism.
- ii.) Larger percentage of tourists are involved in leisure and recreational activities when they take a holiday.
- iii.) When a developed tourism opens at a particular place it boast the revenue earning of such area and encourage rapid development of that area.
- iv.) Both government and private sector have vita roles to play if road transportation infrastructure is to be fully

developed.

v.) Tourism sector is one of developing sector in Nigeria and if properly developed will contribute significantly to growth of national's economy.

CONCLUSION

The researchers concluded that tourism is an industry with abundant potential for growth. It creates employment, generates income including foreign exchange and increase tax revenue, good road, beautified the environments, funds are expended on road transportation infrastructure development thereby enabling both visitors and locals derive benefit from a sustainable national tourism policy. Spending by international tourist has direct impact on the national economy. Downstream economic impact from the export revenues of the international tourist spending are estimated to generate additional gross revenue, when majority of the road infrastructures are developed.

RECOMMENDATIONS

For Nigeria's tourism industry to develop it would require purposeful leadership with strong political will to ginger and sustain private entrepreneurship still at infancy, tourism should be treated as a major sector in our nation's overall economic development. In view of this, the following recommendation are made

- i) Adequate encouragement to tourism sector, would create jobs, earn the country foreign exchange and improve rural life. International tourist would improve Nigeria's image internationally while at the domestic level, it will positively integrate the country by promoting peace and unity.

- ii) The attitude of Nigerians should be changed to be tourism friendly as road transportation infrastructure is developed.
- iii) The private sector should be encouraged in the reform process to make the industry (tourism and transport) private sector driven.
- iv) To ensure security of the road transportation infrastructure and tourism resources, there should be tourism police in place to protect life and properties.

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