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The Effect of Infrastructure on Maritime Tourism Development in Nigeria

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ABSTRACT

This study aimed at examining the impact of infrastructure on maritime tourism development and the influence of Nigerians' socio-economic characteristics on the sector. A cross-sectional research design was adopted, with a population sample of 39,085,106, determined using the Taro Yamane formula. A sample size of 400 was selected, and 400 questionnaires were administered, with 372 returned and used for analysis. Descriptive statistics were employed for the research questions, while Linear Regression in the Statistical Package for Social Sciences (SPSS) version 22 was used to test hypotheses one to five. The findings indicated that the status of infrastructure significantly affects tourism development in Nigeria. Despite the abundant resources in its seas and oceans for development and economic diversification, Nigeria has not fully leveraged maritime tourism for its economic growth. Maritime infrastructure, including distance, security, availability of extra income, good road network, and ports and facilities for embarking and landing passengers, is crucial for tourism growth and development. Infrastructure plays a pivotal role in the transport chain, connecting the sea to other modes of transport such as road, rail, air, and pedestrian routes. Additionally, socio-economic characteristics significantly impact the sector, leading to a low level of patronage. The study concluded that the coastal states possess a variety of landscapes with rich maritime tradition and heritage, making maritime tourism a vital sector that requires immediate attention for increased government revenue, investment opportunities, and employment generation. Recommendations include focusing on infrastructure improvement and enhancing security conditions at tourist sites in line with international regulations and best practices. Furthermore, advocacy and strategic enlightenment campaigns should be conducted to showcase the sector's benefits and potentials.

Keywords: *Passenger, Tourism, Maritime, Water Transport, Infrastructure, Socio-economic.*

1. Introduction

Throughout history, sea as a fulcrum for navigating advancement and progression of well-being of populace, serving as source of seafood and used for moveability for national and trade cutting across the borders of a nation. In recent years, the concept of the Blue Economy (BE) has emerged, closely associated with maritime resources and the development of ocean-based economies (Martínez Vázquez, Milán García & Valenciano, 2021). Linked to the Blue Economy, maritime tourism encompasses a variety of activities within the marine environment, aimed at promoting economic growth, public presence, and safeguarding or improvement of peoples' lives while ensuring surrounding maintainability of lives in the oceans (The World Bank, 2017). The terms "maritime tourism" and "marine tourism" are often used interchangeably, with marine tourism stemming from the broader concept of the blue economy, focusing on surrounding of water areas.

Orams (1999) defines marine tourism as "recreational activities involving travel away from one's residence, centered on the marine environment encompassing waters that are brackish and tides infiltrated. This definition includes "activities such as scuba diving, snorkeling, windsurfing, fishing, observing sea lives and areal animals, cruise and ferry industry, beach activities, sea kayaking, visits to coastal villages and fishing lighthouses, maritime museums, sailing, motor boating, maritime events, Arctic and Antarctic tourism, and others". These happenings generally involve movement, highlighting transportation for leisure purposes. According to Ecorys (2013), maritime tourism encompasses activities such as boating, yachting, cruises, and water sports, as well as the associated land services and infrastructure.

In 2012, the global tourism industry welcomed over 1 billion tourists. According to the World Tourism Organization (UNWTO), this influx creates 2 to 6 direct jobs and 9 to 15 indirect jobs (including roles in productive skills and service-oriented professions) for every tourist. With a turnover exceeding $1.1 trillion worldwide, tourism has become a significant contributor to countries' direct and indirect revenue. In countries like Malaysia and Sri Lanka, tourism is the primary contributor to their GDP. Despite its vast potential, Iran's tourism sector only generated a little over $1 billion in income last year. However, there are plans to increase this figure to $20 billion by 2025.

The coastal waters of Africa are home to some of the most abundant fisheries globally. The Gulf of Guinea, the Indian Ocean, and the coastal waters of East Africa are renowned for their rich tuna fishing grounds. Aquaculture potential in Africa is vast, with Egypt experiencing remarkable growth in this sector. Tilapia, in particular, has become a widely available and affordable source of animal protein in Egypt.

In West Africa, fisheries play a vital role, providing up to a quarter of jobs in the region and supplying essential proteins, minerals, and other nutrients to the local diets. Fish accounts for up to two-thirds of all animal protein consumed in coastal West African states. Additionally, a vast intra-regional trading network connects artisanal fishers to consumers, with women playing a central role in the trade of fresh, salted, dried, or smoked fish.

Senegal serves as a prime example of the economic and social significance of fisheries in Africa. Fisheries contribute 13.5 percent to Senegal's GDP, with the post-harvest sector contributing 17 percent. The country is classified as a Low-Income Food-Deficit Country (LIFDC), with an estimated annual production of around 500,000 tons, primarily comprising small pelagic, demersal fish, crustaceans, and cephalopods.

The eating of fish in Senegal is considerable, with an average of 23.5 kg per capita per year. Marine fish alone contribute 43 percent of the average protein consumption, reaching up to 80 percent in some coastal populations. The fisheries sector is a key pillar supporting coastal livelihoods, providing over 61,000 direct and 540,000 indirect employment opportunities, predominantly in the small-scale sector. Senegal's harbors accommodate one of Africa's largest small-scale fishing fleets, operating not only in Senegal but also in other countries within the sub-region. Access to resources in Senegal is largely unregulated for the small-scale sector.

In Nigeria, the country's ocean resources have the potential to significantly contribute to its overall development through various economically beneficial activities supported by these vast resources. Statistics indicate that Nigeria has an annual availability of 267.3 billion m3 of surface water and 52 billion m3 of groundwater, yet less than 10% of these resources are currently being utilized. The blue economy encompasses a wide range of components, including traditional ocean industries like fisheries, tourism, and maritime transport, as well as emerging activities such as offshore renewable energy, aquaculture, seabed extractive activities, and marine biotechnology and bioprospecting.

Tourism is identified as a key sector with the potential to drive economic growth, as it involves activities of individuals traveling to and staying in places outside their usual residences for leisure, business, and other purposes (WTO, n.d.). This industry encompasses all socio-economic activities directly or indirectly involved in providing services to tourists. Nigeria, with a population exceeding 180 million and a total area of 923,768 km2 along the West African Gulf of Guinea, boasts significant biodiversity, including tropical rainforests, coastal plains, mangroves, and savannah zones.

Despite being a significant centre of biodiversity, Nigeria's economy is predominantly dependent on petroleum oil, which accounts for over 80% of the country's foreign exchange earnings while employing a relatively small labor force compared to the agricultural sector, which remains the primary occupation for Nigerians. The remaining 20% of the economy is where tourism and other sectors could potentially grow. Investing in tourism could have a substantial impact, as tourism is considered an essential driver of development in economies worldwide.

Despite its environmental drawbacks, tourism remains an essential industry that people cannot do without. The tourism industry is one of the fastest-growing sectors globally, employing hundreds of millions of people worldwide. This growth underscores the importance of studying tourism and conducting tourism research, not only in academia but also for the overall economy.

Beach tourism, also known as coastal tourism and recreation, is a significant component of the world's largest and most rapidly growing activity (Houston, 1995). The relationship between coastal areas and tourism dates back to early tourism, with tourists favoring seaside locations and fashionable resorts for their alleged health benefits. This trend marked a significant shift from earlier times when the sea and coast were revered and even feared.

Beach tourism has become a highly competitive business, with nations actively seeking to attract more visitors and increase foreign earnings. However, in today's fast-paced communication environment, issues such as poor water quality or degraded beaches are quickly communicated among travel networks and tourism marketers. Despite increased awareness of the economic and environmental importance of beach tourism, substantial research in this area has only emerged in recent years.

Maritime tourism is considered one of the fastest-growing segments of the tourism industry, characterized by the "3Ss" - sun, sand, and sea. Developing well-managed and sustainable maritime tourism is essential for creating a safe, stable, and attractive marine environment with clean waters and healthy coastal habitats, aligning with the principles of the blue economy concept.

This study focuses on maritime tourism, encompassing leisure and recreational activities in littoral states or zones and offshore coastal waters across the country. It includes the development of coastal tourism infrastructure such as hotels, resorts, restaurants, and vacation homes, as well as supporting facilities like retail businesses, marinas, dive shops, and recreational boating harbors. Activities such as fishing, boating, cruises, swimming, snorkeling, and diving are also part of maritime tourism.

Tourism is a multidisciplinary field that draws input from maritime industries. It is defined as a set of ideas, theories, or ideologies related to being a tourist. Maritime tourism specifically refers to tourism plans designed to promote coastal activities, particularly the sea-sand-sun (3S) type of activities. Until the late 1980s, maritime tourism development experienced a period of growth, but from the 1990s onwards, it began to exhibit signs of weakness (Lickorish & Jenkins, 1997).

The drawbacks of maritime tourism encompass the conversion of coastal areas into high-rise dominated regions with insufficient infrastructure, pollution of air and water, depletion of natural resources, and exceeding of carrying capacities. Unplanned developments have led to irreversible harm to the

coastlines of popular tourist destinations due to uncoordinated and unplanned tourism activities. To address these issues and preserve natural attractions, the tourism industry must prioritize the sustainability of tourist travel (McIntosh et al., 1995).

Well-liked maritime tourism spots have encountered environmental and service-related challenges, such as issues with lodging, water sports facilities, shopping, and additional services, along with maintaining existing amenities and catering services. These challenges primarily stem from high visitor numbers, congestion, and overcrowding during peak seasons (Lickorish & Jenkins, 1997). According to Bhatia, (2002), the typical maritime tourist primarily seeks a clean, sandy beach that is suitable for sunbathing and safe for swimming. However, maintaining cleanliness can be challenging, as an unclean beach or sea can make the area uncomfortable for tourists.

The study aims to analyse effect of infrastructure on maritime tourism development in Nigeria. The research hypotheses are as follows; there is no significant impact of infrastructure on maritime tourism development in Nigeria.

The study's scope encompassed three main aspects: content scope, geographical scope, and unit of analysis.

The content scope included literature on various aspects such as the concept of tourism, forms of tourism development in Nigeria (domestic and inbound tourism), maritime tourism in Nigeria, impacts of maritime tourism (economic, social, cultural), importance of tourism in Nigeria, maritime transport development, travel concepts, maritime tourism infrastructure, determinants of maritime tourism, and institutional frameworks (e.g., Nigerian Maritime Administration and Safety Agency - NIMASA). The study also reviewed theoretical frameworks including systems theory, environmental possibilism, motivation theory, and development theory, along with an empirical review and identification of gaps in the literature.

The geographical scope focused on tourist centers in Bayelsa and Delta states in Nigeria. In Bayelsa, the study covered tourist sites such as the Atlantic Ocean beaches at Twon-Brass, Okpoama, Olodiama, Koluama, Sangana, as well as landmarks like the Bayelsa Heroes Memorial Park, Kpongbokiri Tourist Centre, Orashi National Forest, and various resorts and monuments. In Delta State, tourist attractions included Abraka Turf and Country Club, Gordon River Resort and McCarthy Beach, River Ethiope Water Source, Otuogu Beach, Chief Nana's Palace Living History Museum, Kwale Game Reserve, Mungo Park House, Araya Bible Site, Lander Brother Anchorage, among others.

In Rivers State, tourist attractions include Port Harcourt Tourist Beach, Ifoko Beach, Port Harcourt Polo Club (Members Only), Isaac Boro Garden Park, Port Harcourt Zoo, Pleasure Park, among others. Lagos State boasts tourist attractions such as Lekki Conservation Centre, Nike Art Gallery, National Museum Lagos, Lekki Arts and Crafts Market, Tarkwa Bay Beach, Freedom Park Lagos, Lekki Beach, Eko Atlantic City, and more. Cross River State's major tourist sites include The Ibeno Beach, Kwa Falls, Slave History Museum, Agbokim Waterfalls, Cross River National Park, Tinapa, and others. In Akwa-Ibom State, prominent tourist spots include Ibeno Beach in Eket, Lord Lugard's Residence in Ikot Abasi, National Museum in Uyo, Ibibio Museum, Biodiversity Preservation Center in Uyo, Oron Museum in Oron, Itu Hill, and more.

This comprehensive study significantly contributes to the existing body of literature, providing a valuable resource for future research endeavors. It is particularly beneficial for researchers, including students, academics, and related institutions, as it adds to the literature on "patronage and maritime tourism development in the littoral States of Nigeria."

Furthermore, this study holds immense importance for policymakers involved in maritime tourism development in Nigeria. It serves as a document that can inform the creation of effective policies regarding infrastructure development, security architecture, and strategies to address challenges associated with tourism development in Nigeria.

This study also provides valuable insights for the government, highlighting the benefits of maritime tourism development in Nigeria. These include socio-economic impacts, cultural impacts, investment impacts, revenue generation, economic development, and economic growth.

2.1 Literature Review

2.1.1 Concept of Tourism

The terms tourism and travel are sometimes used interchangeably, though travel often implies a more purposeful journey. Both terms can be used pejoratively to suggest a superficial interest in the cultures or places visited. Distinguishing between tourism and recreation can be challenging, as they are closely related. Tourism typically involves traveling away from home, while recreation refers to activities undertaken for pleasure or relaxation during leisure time. Recreational areas are public spaces designed for sports and games, often including playgrounds for children. Outdoor recreation is closely linked to tourism, with the distinction sometimes based on the duration of the activity. For instance, recreational boating can be considered a recreational activity if used for a day trip, but it becomes a tourist activity if the boater travels to other destinations for a longer period.

Tourism, which includes travel for recreational, leisure, or business purposes, is a major global industry according to the World Tourism Organization. Tourists, defined as individuals who travel and stay in places outside their usual environment for more than twenty-four (24) hours but not more than one consecutive year, contribute significantly to the economies of many countries, particularly those in the developing world. However, the infrastructure and resource demands of tourism, such as water use, waste production, and energy consumption, can have negative impacts on local communities and the environment if not managed effectively. Countries like France, Egypt, Greece, Israel, the United States, Spain, Italy, Thailand, The Bahamas, Fiji, Maldives, Philippines, and the Seychelles rely on tourism for substantial income and job creation in sectors such as transportation, hospitality, and entertainment.

The maritime industry, including hotels, restaurants, commercial centers, and travel agencies, plays a significant role in the global economy, prompting countries like Qatar, the UAE, and Saudi Arabia to focus on tourism as an additional source of revenue. Maritime tourism, as described by Hall (2011), encompasses activities like deep-sea fishing and cruises, although some argue that cruise tourism should be considered separately due to its unique characteristics and scale. While some sources consider cruise tourism a form of maritime tourism, others exclude it, citing the lack of direct interaction between tourists and the sea. Maritime tourism also includes a variety of activities like water skiing, windsurfing, underwater fishing, scuba diving, swimming, and marine park tours. Overall, maritime tourism benefits countries with coastlines, offering opportunities for both active and passive leisure pursuits in coastal waters, shorelines, and their immediate surroundings.

According to Benevolo & Spinelli (2018), nautical tourism is a specific form of tourism where the sea plays a central role, and the presence of marinas is a distinguishing feature that meets the complex and growing demands of nautical tourists. This form of tourism can be explored in various research areas, including cruise tourism, nautical sports or recreation, and the charter of boats or yachts. In recent years, another type, recreational nautical tourism, has emerged, defined as the segment of tourism focused on nautical and underwater activities such as rowing, kayaking, sailing, jet skiing, and sports fishing (Lam-González, León, & Ledesma, 2017).

The lack of a precise definition can be problematic, especially when activities fall under national legislation. Lukovic (2017) argues for the need to create a definition that suits the scientific and practical needs of researchers, as well as the economic activities involved in the nautical tourism industry. Drawing from the definition of tourism by Swiss authors Hunziker and Karpf, Lukovic defines nautical tourism as "the sum of poly-functional activities and relationships caused by tourists-boaters who remain inside or outside the nautical tourism ports and through the use of boats or other objects related to nautical and tourist activities, for the purpose of recreation, sports, entertainment, or other needs" (Lukovic, 2017).

These developments have led to a significant field of bibliometric analysis, focusing on scientific publication as an indicator of research results (Moed, 2005) and citations received to measure impact (Merton, 1977). Despite the importance of maritime tourism in the local economic development of many countries, its representation in scientific journals has not progressed in parallel. While tourism as a whole has benefited from advances in scientific production, the specific field of nautical tourism has been relatively understudied compared to the broader tourism sector and its future prospects (Martínez, Milán, & De Pablo, 2021).

3.1 Methodology

Research design is the comprehensive approach employed in conducting research (Claybaugh, 2020), outlining a clear and logical plan to address specific research questions by collecting, interpreting, analyzing, and discussing data. In this study, the research was based on a cross-sectional research design, which is an observational study design where the researcher measures both the outcome and the exposures in the study participants simultaneously. The research was carried out in Akwa Ibom, Bayelsa, Cross River, Delta, Lagos, and Rivers States, respectively. The study's population includes individuals from selected cities in six states: Lagos, Delta, Rivers, Akwa Ibom, Cross River, and Bayelsa States. The study includes towns located in the littoral states, selected based on attributes related to maritime activities, such as the presence of ports and proximity to the Atlantic Ocean. See Table 3.1

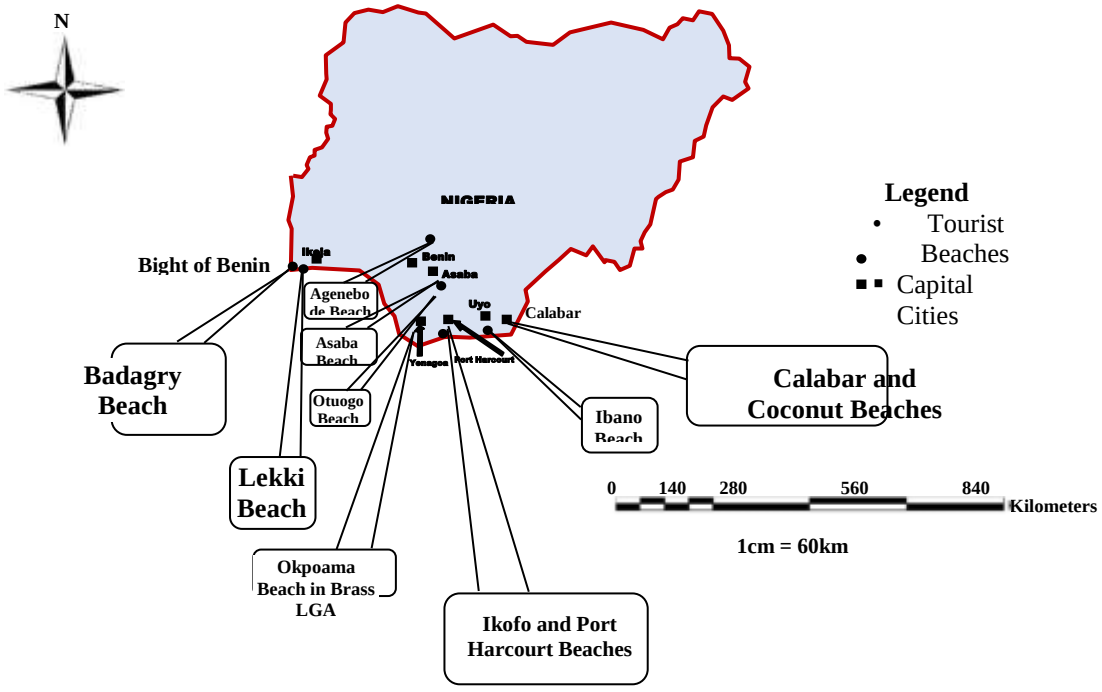

Figure 3.1: The Study area

Source: NIMASA, 2016

Table 3.1 States and Population

States	Population
Lagos	15,388,000
Rivers State	9,567,892
Bayelsa	1,704,515
Delta	4,098,291
Akwa Ibom	3,920,208
Cross River	4,406,200
TOTAL	**39,085106**

Source: Researcher's computation, 2022

The sample size for the study was determined through the use of the Taro Yamane sample size determination formula.

$$n = \frac{N}{1 + N(e)^2}$$

Where:

n= sample size

N= population size

E= error terms (5%)

$$n = \frac{39{,}085106}{1 + 39{,}085106(0.05)^2} = 400$$

For this study, the systematic sampling technique was utilized. This method is a probability sampling approach where elements are selected from a target population by choosing a random starting point and then selecting other members at regular intervals.

Table 3.2 States and Population and Sample Size

States	Population	Sample size derived
Lagos	15,388,000	1538800×400 / 39085106 =157
Rivers State	9,567,892	9567892×400 / 39085106 =98
Bayelsa	1,704,515	1704515×400 / 39085106 =17
Delta	4,098,291	4098291×400 / 39085106 =42
AkwaIbom	3,920,208	3920208×400 / 39085106 =40
Cross River	4,406,200	4406200×400 / 39085106 =456
TOTAL	**39,085106**	**400**

Source: Researcher's computation, 2022

Data for this study was gathered from both primary and secondary sources. Primary data was collected from the field, specifically through structured questionnaires. The rationale for using primary data was its originality and direct relevance to the research issue. Primary data refers to data collected by the researcher through methods such as questionnaires. Secondary data, on the other hand, was sourced from the internet and existing literature in journals, textbooks, and government ministries and agencies such as NIMASA, NPA, and the Nigeria Bureau of Statistics. The justification for using secondary data was that it provided a foundation for the primary research and offered valuable perspectives and insights into the topic under discussion.

The tool used for this study was a structured questionnaire designed to gather information on objectives two, four, and five. These objectives aimed to assess the impact of infrastructural development on maritime tourism, identify the determinants of maritime tourism development, and explore the challenges faced in this sector. The questionnaire consisted of five sections, each corresponding to the specific objectives of the research.

Various statistical techniques were employed to analyze the data and test the hypotheses. The data collected for each objective was analyzed using the Statistical Package for the Social Sciences (SPSS). Both descriptive and inferential statistical analyses were used to analyze the data derived from the objectives. Linear Regression Analysis was also conducted.

Objective: To examine the effect of infrastructure on maritime tourism development in Nigeria.

a. Data: Geographical and GPS map locations of the terminals (e.g towns and cities and their co-ordinates).

b. Data Collection sources: Use of Questionnaire.

c. Hypothesis: There is no significant effect of status of infrastructure on tourism development in Nigeria.

d. Data Analysis: Descriptive statistics: Tables, charts, graphs.

Ho_1: Linear regression to test the hypothesis.

4.1 Results and Analysis

Table 4.1 Questionnaire administration and Retrieval

Location	Questionnaire administered	Questionnaire retrieved	Questionnaire unretrieved
Lagos	157	150(95.54%)	7(4.46%)
Rivers State	98	92(93.88%)	6(6.12%)
Bayelsa	17	15(88.24%)	2(11.76%)
Delta	42	39(92.85%)	3(7.14%)
Akwa-Ibom	40	36(90%)	4(10%)
Cross River	45	40(88.89%)	5(11.11%)
TOTAL	**400**	**372(93%)**	**27(7%)**

Source: Researcher's computation, 2023

4.1.2 Analysis of Research Questions

Research Question one:

What is the effect of status of infrastructure on maritime tourism development in Nigeria?

Table 4.2 Status of infrastructure in Maritime Tourism (N=372)

S/N	ITEM	SA(x4)	A(x3)	SD(x2)	D(x1)	Total	Mean (x)	Remark
1	Infrastructure exist within the maritime industry for maritime tourism.	79 (316)	173 (519)	68 (136)	52 (52)	1023	2.75	Agreed
2	Maritime infrastructure in Nigeria meets international standards.	48 (192)	198 (594)	56 (112)	70 (70)	968	2.60	Agreed

3	The functionality of the available infrastructure for maritime is adequate	85 (340)	81 (342)	105 (210)	101 (101)	993	2.67	Agreed
4	Most maritime tourism facilities have not been in used due to the non-functionality of the sector.	143 (572)	93 (279)	76 (152)	60 (60)	1063	2.86	Agreed
5	Maritime tourism infrastructure are not regularly maintained hence there are not useable	90 (360)	171 (513)	65 (130)	46 (46)	1049	2.82	Agreed
	Grand mean						**2.74**	**Agreed**

Hypothesis 1:

There is no significant effect of the status of infrastructure on tourism development in Nigeria.

Table 4.3: Status of infrastructure and maritime tourism development in Nigeria.

					Change Statistics					
Model	R	R Square	Adjusted R Square	Std. Error of the Estimate	R Square Change	F Change	df1	df2	Sig. F Change	Durbin-Watson
1	.198[a]	.039	-.281	.29641	.039	.122	1	3	.750	2.321

a. Predictors: (Constant), Infrastructure_Status

b. Dependent Variable: Maritime_Tourism

Table 4.3 presents the linear regression analysis of hypothesis 1, examining impact of facility status on maritime tourism development in Nigeria. To make a decision, if the p-value is less than 5%, we reject the null hypothesis in favor of the alternative hypothesis. The results indicate a correlation coefficient of 0.198, which is greater than p-value of 0.05. Therefore, we reject the null hypothesis, which states that there is no significant effect of facility status on maritime tourism development in Nigeria, and accept alternative hypothesis, which suggests that infrastructure status greatly influences tourism development in Nigeria.

4.2 Discussion of Findings

The impact of maritime tourism development infrastructure on Nigerian economy was examined.

Table 4.2 revealed that status of infrastructure significantly affects tourism development in Nigeria. This finding aligns with Imikan and Ekpo's (2012) work on connection with between infrastructure and tourism development in Rivers State, Nigeria. They concluded that substantial infrastructure development, particularly in transportation, is crucial to providing necessary environment for tourism to thrive in Nigeria, specifically in Rivers State.

Similarly, Seetanah et al. (2011) investigated how tourism infrastructure, tourists' income, distance, and relative prices influence the level of tourist arrivals, yielding similar results. Constantine, Peptenatu, Pintilii, Alina, and Stoian (2010), in their study assessing the role of infrastructure in tourism development with a focus on accommodation, also found results consistent with present study.

Adigun, Abolade, and Adegboye's (2016) work on development and management of the Idanre Hills tourist center in Ondo State aligns with findings of the present study. Additionally, Arowosafe, Agbelusi, and Omole's (2013) study on infrastructural development as a crucial tool for tourism development in Ondo State also supports conclusions drawn in present study.

5.1 Conclusion and Recommendations

5.1.1 Conclusion

The study concludes that maritime tourism development is a crucial tool for the maritime industry to explore, as it contributes to government revenue, generates employment, and enhances economic activities in tourist locations. This, in turn, stimulates commercial activities among residents and foreigners. However, maritime tourism has experienced low patronage due to factors such as poor infrastructure, including unmotorable roads and high accommodation costs, insecurity, and environmental challenges like excessive rainfall and flooding.

The determinants of maritime tourism development in Nigeria encompass both economic factors (such as gross domestic product (GDP), relative prices, and real exchange rates) and non-economic factors (including common borders, common language, visa restrictions, and distance).

5.1.2 Recommendations

Based on the findings, the following recommendations are made:

1. Enhancing the status of maritime tourism facilities is essential to align the Nigerian tourism industry with international regulations and best practices, thereby facilitating its growth and development.
2. The government should prioritize the construction of good roads and improvement of security conditions at tourist sites to enhance accessibility and safety.
3. Continuous maintenance of infrastructure at tourist sites is crucial to ensure their proper use and cost-effectiveness.

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