



Received: 14-03-2024  
Accepted: 24-04-2024

## International Journal of Advanced Multidisciplinary Research and Studies

ISSN: 2583-049X

### The Impact of Socio-Economic Characteristics on Maritime Tourism Development in Nigeria

<sup>1</sup> Anyika Christiana Chizoba, <sup>2</sup> OS Akpoghomeh, <sup>3</sup> Dr. Mbee Daniel Mbee

<sup>1,2</sup> Centre for Logistics and Transport Studies, University of Port Harcourt, Choba, Nigeria

<sup>3</sup> Department of Geography and Environmental Science, University of Port Harcourt, Choba, Rivers State, Nigeria

Corresponding Author: Anyika Christiana Chizoba

#### Abstract

This study aimed to investigate the influence of Nigerians' socio-economic characteristics on the maritime tourism development in 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 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 includes; 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, maritime tourism industry requires increased publicity and awareness campaigns to showcase its benefits, opportunities, and potentials effectively and making aggressive marketing strategy is necessary to unlock the full potential for growth in maritime tourism.

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

#### 1. Introduction

Orams (1999)<sup>[23]</sup> 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)<sup>[3]</sup>, 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 m<sup>3</sup> of surface water and 52 billion m<sup>3</sup> 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 km<sup>2</sup> 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 labour 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)<sup>[1]</sup>, 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 investigate the impact of socio-economic characteristics on maritime tourism development in Nigeria. The research hypotheses are as follows; there is no significant relationship between socio-economic characteristics and 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, Kpongokiri 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 Ethiopie 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. Literature Review

### 2.1 Maritime Tourism in Nigeria

In the past five decades, ocean and maritime tourism have experienced significant growth, emerging as one of the fastest-growing sectors in the tourism industry (Hall, 2001:602). While concepts like ocean tourism, coastal tourism, and beach tourism are often used interchangeably in everyday language, they are distinct in academic research. Beach leisure activities, such as sunbathing and surfing, attract thousands of tourists, but ocean tourism, which includes activities like scuba diving, windsurfing, and yachting, also draws a considerable number of visitors (Orams, 1999)<sup>[23]</sup>.

Maritime tourism, as defined by Hall (2001:602), encompasses all tourism, leisure, and related activities that occur in maritime areas and coastal waters, including recreational boating and coastal and ocean ecotourism. Additionally, maritime tourism involves the development of the coastal food industry, such as catering and food services, as well as infrastructure like retail, terminals, and event suppliers (Warner, 1999). Maritime tourism is thus a broader concept that includes beach tourism and elements of ocean tourism.

Coastal cities benefit from their geographical locations, offering advantages such as access to coasts, lakes, and rivers (Laura, Jodice & Norman, 2013). However, as mass tourism has evolved, the nature and scale of maritime tourism have changed significantly (Jennings, 2004). Initially, maritime tourism relied on transportation and fisheries industries, which also influenced coastal development (Kildow & McIlgorm, 2010). With societal development and economic changes, traditional maritime industries face stiff competition in coastal cities. Moreover, traditional maritime tourism offerings, like beaches and surfing, have become somewhat repetitive for tourists, lacking unique and meaningful experiences (Gale, 2005). This homogenization of cultural and scenic aspects leads to tourist fatigue, prompting the need for change in maritime tourism offerings.

In response to these challenges, communities and governments are integrating traditional marine resource-dependent industries with other tourism services to achieve sustainable economic development (Cincin-Sain and Knecht 1998; Sharbaugh, 2011). This approach involves leveraging fisheries, commercial terminals, traditional industries, food, and cultural diversity to create unique experiences for visitors. However, despite efforts to incorporate sustainability into maritime tourism management, achieving efficient use of natural environments and promoting sustainable development remains a work in progress (Ong & Smith, 2014:257).

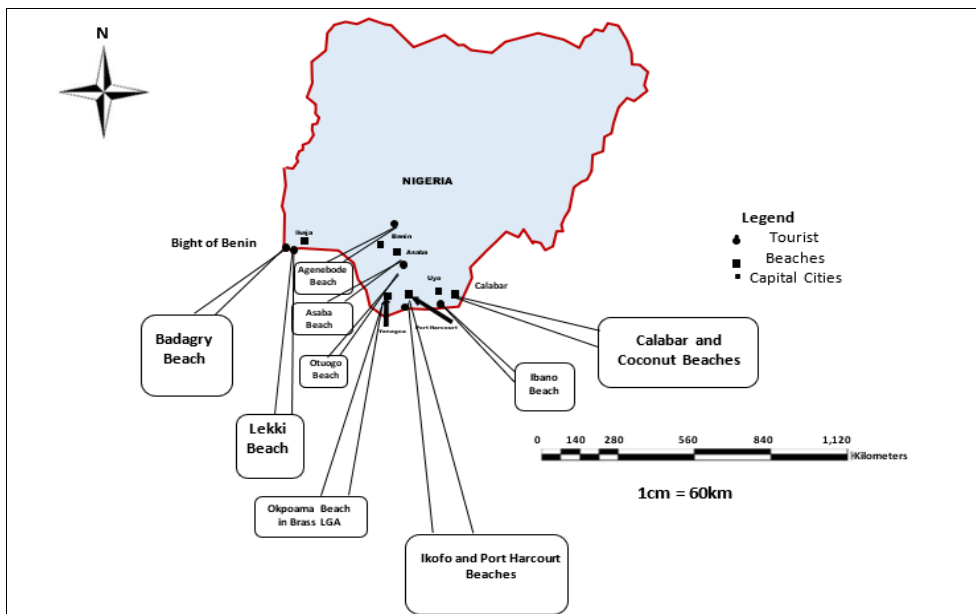
The United Nations Millennium Development Goals of 2000 established a Global Forum on ocean, coastal, and islands, along with coastal management programs and projects to assist coastal management in various countries (Ong & Smith, 2014:257). While sustainability is a guiding principle in coastal tourism, there are gaps in its implementation (Dodds & Butler, 2010; Wall & Mathieson, 2006). Effective implementation requires a common understanding and consensus-based approach among stakeholders (Cooper and Vargas, 2004:13; Dodds and

Butler, 2010:37). Stakeholders play a crucial role in supporting the successful implementation of sustainable tourism development (Kruja and Hasaj, 2010:2).

### 3. Methodology

Research design is the comprehensive approach employed in conducting research (Claybaugh, 2020) [2], 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 1



Source: NIMASA, 2016

Fig 1: The Study area

Table 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
<b>Total</b>	<b>39,085,106</b>

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%)

$$n = \frac{39,085,106}{1 + 39,085,106(0.05)^2} = 400$$

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 2: States and Population and Sample Size

States	Population	Sample size derived
Lagos	15,388,000	$\frac{1538800 \times 400}{39085106} = 157$
Rivers State	9,567,892	$\frac{9567892 \times 400}{39085106} = 98$
Bayelsa	1,704,515	$\frac{1704515 \times 400}{39085106} = 17$
Delta	4,098,291	$\frac{4098291 \times 400}{39085106} = 42$
AkwaIbom	3,920,208	$\frac{3920208 \times 400}{39085106} = 40$
Cross River	4,406,200	$\frac{4406200 \times 400}{39085106} = 456$
<b>Total</b>	<b>39,085,106</b>	<b>400</b>

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.

**Objectives:** To examine the impact of socio-economic

characteristics 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 impact of socio-economic characteristics on maritime tourism development in Nigeria.

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

**Ho<sub>1</sub>:** Linear regression analysis be used to test the hypothesis.

#### 4. Results and Analysis

**Table 3:** 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%)
<b>Total</b>	<b>400</b>	<b>372(93%)</b>	<b>27(7%)</b>

Source: Researcher’s computation, 2023

#### 4.1 Analysis of Research Questions

**Research Question:** What is the impact of socio-economic characteristics on maritime tourism development in Nigeria?

**Table 4:** Socio-economic characteristics and Maritime tourism development in Nigeria (N=372)

S. No	Item	SA(x4)	A(x3)	SD(x2)	D(x1)	Total	Mean(x)	Remark
1	The male visitors dominate maritime tourism industry more than female visitors	132 (528)	124 (372)	55 (110)	61 (61)	1071	2.88	Agreed
2	Educational qualification influences purpose of visit to maritime tourist sites.	82 (328)	185 (555)	51 (102)	54 (54)	1039	2.79	Agreed
3	Age is a major influence on visitation of tourist centres.	92 (276)	166 (498)	71 (142)	43 (43)	959	2.58	Agreed
4	Marriage has a strong influence on purpose and choice of visiting maritime tourist sites	73 (292)	117 (351)	89 (178)	93 (93)	914	2.46	Agreed
5	Income level affects choice of tourism	122 (488)	108 (324)	79 (158)	63 (63)	1033	2.78	
	<b>Grand mean( <math>\bar{x}</math> )</b>						<b>2.70</b>	<b>Agreed</b>

Table 4 presents the results of the descriptive analysis concerning the influence of socio-economic characteristics on maritime tourism development in Nigeria. The criterion  $\bar{x}$  of 2.0 and above indicates agreement, while means below 2.0 indicate disagreement. The  $\bar{x}$  of 2.88 suggests that male visitors dominate the maritime tourism industry more than female visitors. Item 2's  $\bar{x}$  of 2.79 indicates that educational qualification influences the purpose of visiting maritime tourist sites. Item 3's  $\bar{x}$  of 2.58 suggests that age significantly influences the visitation of tourist centers. Item

4's  $\bar{x}$  of 2.46 indicates that marital status strongly influences the purpose and choice of visiting maritime tourist sites. Item 5's  $\bar{x}$  of 2.78 indicates that income level affects the choice of tourism. The grand  $\bar{x}$  of 2.68 indicates that socio-economic characteristics have an impact on maritime tourism development in Nigeria.

#### Hypothesis

There is no significant impact of socio-economic characteristics on maritime tourism development in Nigeria.

**Table 5:** Modal summary of hypothesis two

Model	R	R Square	Adjusted R Square	Std. Error of the Estimate	Change Statistics					Durbin-Watson
					R Square Change	F Change	df1	df2	Sig. F Change	
1	.385 <sup>a</sup>	.148	-.135	.27902	.148	.523	1	3	.522	2.535
a. Predictors: (Constant), Socio_economic										
b. Dependent Variable: Maritime_Tourism										

Table 5 displays results of linear regression analysis for hypothesis, which examines significant impact of socio-economic characteristics on maritime tourism in Nigeria. The analysis yielded a correlation coefficient of 0.385, which is greater than the p-value of 0.05. Therefore, we reject the null hypothesis, which posits that there is no great effect of socio-economic characteristics on maritime tourism development in Nigeria, and accept the alternative hypothesis, which suggests that socio-economic characteristics have a significant impact on maritime tourism development in Nigeria.

#### 4.2 Discussion of Findings

##### *The influence of maritime tourism development in socio-economic characteristics on Nigerian Economy*

Table 5 asserts that socio-economic characteristics have a significant impact on maritime tourism development in Nigeria. This finding aligns with several scholars' works. Agri *et al.* (2016) studied the impact of the tourism subsector on the Nigerian economy and found it to be significant, a conclusion supported by the present study.

Adebayo *et al.* (2014) examined the effects of tourism development on the economy of Ile-Ife, Osun State, Nigeria, highlighting the substantial economic contribution of the tourism industry to the Ile-Ife community. Ugwukah *et al.* (2020) assessed tourism and economic development in Nigeria, focusing on the activities of the Obudu Mountain Resort from 2008 to 2018, and found results consistent with the present study.

Ighodaro and Adegboye (2020) analyzed the impact of tourism on economic growth in Nigeria using a dynamic framework and data from 1983 to 2017, supporting the findings of the present study. Akighir and Aaron (2017) investigated the tourism-economic growth nexus in Nigeria, concluding that tourism development can lead to economic growth in Nigeria and vice versa, a result consistent with the present study.

Yusuff and Akinde (2015) empirically studied the contribution of the rapidly developing tourism sector to economic growth in Nigeria, with their findings aligning with those of the present study. Adeniyi, Olugbamila, and Olajide (2018) researched tourism potentials and their contributions to the socio-economic development of the Idanre People in Ondo State, Nigeria, highlighting the promotion of other tourism potentials in Idanre by the Idanre Hills Resort, which boosts socio-economic activities in Ondo State.

Mbagwu *et al.* (2016) investigated the contributions of tourism to community development in Cross River State, Nigeria, with their findings aligning with those of the present study. Agboola *et al.* (2021) argued that the impact of tourism on the quality of life of the host community in Idanre cannot be overemphasized, a view supported by the present study.

Umenwaliri *et al.* (2021) conducted a longitudinal assessment of the contribution of tourism business to the national development of Nigeria, using data from 2010 to 2019 from the Central Bank of Nigeria, National Bureau of Statistics, and United Nations World Tourism Organization, with their findings consistent with those of the present study.

Similarly, studies by Nwokorie (2016), Otusha (2016), Ogunberu (2014), Tobora (2014), Naluba (2020), Anchovur *et al.* (2017), and Sam *et al.* (2014), which investigated the

socio-economic impacts of tourism development in their respective study areas, all arrived at similar conclusions.

## 5. Conclusion and Recommendations

### 5.1 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. 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).

### 5.2 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 maritime tourism industry requires increased publicity and awareness campaigns to showcase its benefits, opportunities, and potentials effectively.
3. An aggressive marketing strategy is necessary to unlock the full potential for growth in maritime tourism.

## 6. References

1. Bhatia AK. International Tourism Management. New Delhi: Sterling Publishers Private Limited, 2002, p350.
2. Claybaugh Z. Research guides organizing academic research papers. Types of Research design, 2020. library.sacredheart.edu. Retrieved 2020-10-28.
3. ECORYS. Study in Support of Policy Measures for Maritime and Coastal Tourism at EU Level; European Commission: Brussels, Belgium, 2013.
4. Hall CM. Publish and perish. Bibliometric analysis, Journal ranking and the assessment of research quality in tourism. *Tour. Manage.* 2011; 32:16-27.
5. Ngozi E. Challenges of Tourism promotion in Nigeria: The Case of Religion. *African Journal of Hospitality, Tourism and Leisure.* 2018; 7(1):1-18.
6. Nicolau L, Más J. Sequential choice behavior: Going on vacation and type of destination. *Tourism Management.* 2008; 29(5):1023-1034.
7. Nnabuogor OO. An Empirical Assessment of Tourism Development and Planning in Nigeria: A Sustainability Approach, Master of Science in Tourism Management, Eastern Mediterranean University, Gazimağusa, North Cyprus, 2017.
8. Odey SA. The Nigerian Blue Economy: Opportunities and Difficulties for Economic Development. 2023; 11(2):2303-2324.
9. Ogbuji SI. The major challenges of sustainable ecotourism Development in Imo state development in Imo state. *International Journal of Environmental Studies and Safety Research.* 2020; 5(1):21-37.
10. Ogunberu AF. Socio-economic impact of tourism development in Nigeria: A case study of tourist attractions along the coastline of Lagos. *Bachelor of Hospitality Management*, 2011.

11. Ojo JS. Managing tourism for socio-economic development in Nigerian Local Government: A case study of Idanre Local Government. *Journal of African Studies and Development*. 2014; 6(2):29-35.
12. Okey OO. Tourism and Economic Development in Nigeria: An Empirical Investigation. *Global Journal of Social Service*. 2003; 2(1):33-34.
13. Okoye CN. Beach Tourism in Nigeria: A Case Study of Elegushi Beach Resort, Lagos State. In partial fulfillment of the requirements for the award of Master of Arts degree in Cultural Resource Management and Tourism, University of Nigeria, Nsukka, 2014.
14. Okpolo UA, Emeka EE, Dimlayi C. *Understanding Tourism*. Nsukka: University of Nigeria Press Limited, 2008, p300.
15. Olarewaju B. Developing tourism in Nigeria. In Merton, L., & Morley, C. (ed.). *An introduction to Tourism Management*, England: Longman publishers, 2009, 316-324.
16. Oliver R. Measurement and Evaluation of Satisfaction Process in Retail Settings. *Journal of Retailing*. 1981; 57:25-48.
17. Ololo GN, Dieke P, Eze-Uzomaka P. Constraints and challenges of event tourism development in Abia State, Nigeria. *West Palm Beach*. 2020; 14(4):115-124.
18. Olorunfemi F, Raheem UA. Sustainable Tourism Development in Africa: the imperative for Tourists/host communities security. *Journal of Sustainable Development in Africa*. 2008; 10(3):201-220.
19. Olumide OM, Adekanbi OO, Olajide FO, Ekum MI. Unveiling the Dilemma of Sustainable Tourism Development in Nigeria: A Study of Agbowo, Ikorodu, Lagos State. *American Journal of Tourism Management*. 2023; 12(1):1-9.
20. Olusola MO. Infrastructure for tourism and hospitality: A tool for employment creation in Lagos state. *JORIND*. 2016; 14(1):1-12.
21. Oluwole FP. Marketing concepts and strategies in tourism, 2000. <http://www.news.nigeriany.com/travels/>; Downloaded on 14th July, 2012.
22. Omisore EO, Agbabiaka HI. Factors Influencing Patronage of Medical Tourism in Metropolitan Lagos, Nigeria. *International Journal of Scientific & Technology Research*. 2016; 5(4):32-41.
23. Orams M. *Marine Tourism: Development, Impacts and Management*; Routledge: London, UK, 1999.
24. Oyakhilome FO. Jumpstarting Hospitality Industry and Tourism Development. Being a paper delivered at the Intra Africa, Trade/Tourism Workshop at NEPAD Business Group, Nigeria International Forum Abuja January 28-29, 2005.
25. World Bank and United Nations Department of Economic and Social Affairs. *The Potential of the Blue Economy: Increasing Long-term Benefits of the Sustainable Use of Marine Resources for Small Island Developing States and Coastal Least Developed Countries*. World Bank, Washington DC, 2017.
26. Todaro MP, Smith SC. *Economic development*. Parson Addison Wesley, Harlow, 2003.
27. Tran TN. Destination Image, Tourist Satisfaction and Destination Loyalty: A Case Study of Hue, Vietnam, 2015. Available at: <https://pub.ub.unigreifswald.de/frontdoor/deliver/index/docId/1720/file/> (accessed: 27.03.2021)
28. Tunde M. Harnessing Tourism Potentials for Sustainable Development: A Case of Owu Water Falls in Nigeria; *J. Sustain. Dev. Afr.* 14, 2012.
29. Udabor L. The Nigerian hotel industry, 2013. <http://www.hospitalitygroup.com>, Downloaded on 18th November, 2013.
30. Ukabuilu EN. Developing tourism in Nigeria: Its socio-economic impacts. *Journal of Economics and Business Sciences*. 2007; 1(4):62-81.
31. Umar AM. Ecotourism in Nigeria, challenges and prospects: A review. *Gadua J Pure Alli Sci*. 2022; 1(1):12-17.
32. Voice of America. Piracy Forces Kenya Cruise Tourism Down 95 Percent, 2010. Available at: [http://www.voanews.com/content/piracy-forces-kenya-cruise-tourism-down-95-percent-95324914/154676.html/\\*/](http://www.voanews.com/content/piracy-forces-kenya-cruise-tourism-down-95-percent-95324914/154676.html/*/). Accessed on May 31, 2010.
33. Wahab S, Crampon L, Rothfield L. *Tourism marketing*. London, Tourism International Press, 1996.
34. Wanting F. Social and economic impact of coastal tourism in Kalmar, Sweden. Master's Thesis, Linneuniversitetet, Sweden, 2017.
35. Wild P, Dearing J. Development of and prospects for cruising in Europe. *Maritime. Policy Manag.* 2010; 4:315-333.
36. World Bank and United Nations Department of Economic and Social Affairs. *The Potential of the Blue Economy: Increasing Long-term Benefits of the Sustainable Use of Marine Resources for Small Island Developing States and Coastal Least Developed Countries*. World Bank, Washington DC, 2017.
37. Wright S. Martyrs and Martial Imagery: Exploring the Volatile Link Between Warfare Frames and Religious Violence. In *Dying for Faith: Religiously Motivated Violence in the Contemporary World*, Al-Rasheed, M and Shterin M., (ed.) London: I.B.Tauris & Co Ltd, 17-26, 2009.
38. Yonmo DP, Asanebi DH. Nigeria in the Context of Illegal, Unregulated and Unreported (IUU) Fishing in West African Coast. *ESCAE Journal of Management and Security Studies (EJMSS)*. 2022; 2(1):p3.
39. Yoon Y, Uysal M. An examination of the effects of motivation and satisfaction on destination loyalty: A structural model. *Tourism Management*. 2005; 26(1):45-56.