

**EXAMINATION OF EXOGENOUS DETERMINANT IN DEVELOPED TOURISM
SITE: ABUJA TOURISM SITES, NIGERIA**

O.U Alex-Onyeocha

Hospitality Management Department, Dorben Polytechnic, Bwari Abuja

ABSTRACT: *The ecological system of our environment has always being in focal point as regard to the development of human and nature. The determinant of nature and environmental hazards is man and their activity, the topography of the environment has its role to play and in this research; the causes and management of natural disaster will be examined and the contributors to this disaster will be considered. The nature of natural disaster will also be x-rayed, through the effects of environmental hazard in human activities. Literatures will be reviewed in the areas of development, environment, infrastructures and superstructure of natural disaster; it reveals the contribution of natural disaster and its impact on development. Structured questionnaires were used for data collection. Data collected were analyzed using table and simple percentage analysis and chart. Result showed that the main contributing factor for to natural disaster is man and its activities, through environmental degradation and misuse. Therefore, based on the results of the study, it is recommended that government policies should be up held and forced by the persons concerned in the areas of preserving the nature.*

KEYWORDS: Tourism Development, Tourism infrastructure, Tourism superstructure, natural disaster and environmental hazards.

INTRODUCTION

Human development and population growth are continuous and all will continually mount pressure on water and land resources with consequent reduction in these resources, thereby posing threats to all the natural resources. Pressure on natural resources, widespread development, pollution, population growth and ecosystem destruction are highlighted consequences of tourism industry (Benoit and come an 2005). Therefore, to avoid degradation of the raw materials which support the tourism industry, Philips and Jones (2006) emphasized the importance or maintain something (The international webster's comprehensive Dictionary 2004) sustainability in ecological context is the ability of ecosystem to maintain ecological processes, function and biodiversity productivity in future (NASA 2002), according to Jafari et al 1996, tourism is sustainable when its development and operation include participation of local population, protection of the total environment, fair economic return for the industry and the host community, as well as a mutual respect for the gratification of all parties involved.

The main focus of sustainability is to satisfy the need of the present generations, while avoiding compromising the interest of future generations, by not degrading the resources base interest of future generations, by not degrading the resources base (Andrew 1998). That is for an ecosystem to sustain itself; its resources must be used at the rate which they can replenish themselves. It implies improving the quality of human life, while living within the carrying capacity of earth's supporting ecosystem (LUCN 2008). Landscape can fashionable as seen with ecotourism. The perceptions of landscape not only vary among social value (KANT 1928) but also with time. Although development often reduces science value (Ergin et al 2006) and result in reduced amenity (Beloit and Campeau 2005), it is necessary to provide infrastructure

in support of support of tourism industry. Tourism is essential for both the tourism industry and natural environment (Eagles et al 200, IUCN 1994). Therefore development should be focused on tourism products, while protecting nature and landscape.

Abuja Growing for Tourism

Abuja is considered to be one of the wealthiest cities in Nigeria. The Nigerian capital city also has a reputation for being hospitable and friendly, all of which make it a great place to spend a little time during your stay in Nigeria. The city of Abuja officially became Nigeria's capital in December 1991, although the move from Lagos to Abuja was planned as far back as 1976. As a purpose-built city and administrative seat of Nigerian government, planners allowed for plenty of room for development. Sadly, however, the vision of the new city has not entirely been matched in reality, with slum areas rising up among Abuja's new modern buildings. Abuja may be the capital city of Nigeria, but it's still relatively small in comparison with other cities, such as Lagos. Abuja's modest population of 800,000 and compact size certainly make it easy to get around when sightseeing. The fact that Abuja is a planned city also helps. Further phases of development are planned for the future. Abuja has five districts within the city boundaries. Included in these is the Central District, which is situated between Aso Rock and the southern ring road. Garki, in the south-west of Abuja centre, is seen as the main business area of the city and contains the Garki Shopping Centre, as well as various banks and offices. Wuse, to the north-west of the city, is where you will find the Sheraton Hotel and the main market. Maitama, in the north, is an exclusive area that is popular with the city's wealthiest inhabitants, along with many of the European embassies. Finally, Asokoro, in the east of the city, is a sought-after place to stay and is home to many of the city's politicians. The city centre is surrounded by the Greater Federal Capital Territory of Abuja, which includes five suburban districts. Abuja is fortunate in having plenty of natural attractions within easy reach, as well as cultural and tourist destinations, so there's lots to interest everyone. In the city itself, modern buildings abound, including the National Mosque and the headquarters of the Central Bank of Nigeria. Children and adults alike will be well-entertained at the Abuja National Children's Park and Zoo, while nearby attractions include Zuma Rock, the Gurara Falls and the Usama Dam.

Tourism Development in Abuja (Sites)

Abuja is the capital city of Nigeria, which is located in its center. Building Abuja according to plan started in the 1980s. It officially became Nigeria's capital on 12th December 1991, replacing Lagos, which is regarded as its commercial capital and its most populous city. Abuja's identity is conspicuously defined by Aso Rock, a 400-metre tall monolith left by water-erosion. Some other interesting attractions in the city are the National Ecumenical Centre, the National Mosque, the Zuma Rock, the IBB Golf Course with wonderful shopping centres, restaurants and fun clubs around the city. The other areas of the city extend to the south of the rock. Abuja is known for being the best purpose-built city in Africa as well as being one of the wealthiest and most expensive. Here are the five amazing places every tourist needs to visit in Abuja. With a lot of activities happening in the capital city, these five might seem like the ones with some serenity, and if you enjoy nature and would love to escape the hullaboo often associated with urban areas in the country, you might find these five places in Abuja very interesting.

Millennium Park, Abuja

It is the largest public park in Abuja and is within the Maitama District of the city. It is located close to the nucleus of the presidential and administrative buildings in the city. A river in its main rectilinear axis divides the park into two sides. One side of the park is dedicated to its uncontaminated nature. With a system of terraces at different levels are located Nigeria's mountain vegetation, savanna, deciduous forest, rain forest and brushwood as well as greenhouses for butterflies and tropical birds. On the other side, corresponding to the main entrance from the road, is dedicated to the scientific knowledge of the natural environment. This part of the park has a very traditional and rigid Italian style garden layout. A rectilinear path completely paved with Roman white travertine brings the public into its green areas. A series of fountains run alongside this white path refreshing the public during the hottest days. This park, conceived and designed by the Italian architect, **Manfredi Nicoletti**, has quickly become one of the main attractions of the city of Abuja bringing thousands of people together each day.

National Children's Park and Zoo

The National Children's Park and Zoo is located in Asokoro District behind the Presidential Villa. It sits under the shadow of nearby Aso Rock. For animal lovers, there is plenty of wildlife to admire here, with attractions including camels, crocodiles, elephants, giraffes, monkeys, ostriches, tortoises, wild cats and zebras. Domestic animals are also housed in the zoo, making it a great attraction for younger children too. In fact, playgrounds and other fun activities for kids along 'Toddler's Lane' make this an ideal place to while away an afternoon or enjoy a picnic. The Lake Cafe is also close by should you require a hot snack or a freshly made milkshake. It is opened daily from 9 am to 6 pm. Admission to this park requires some fee.

Abuja Arts and Craft Village

Arts and Craft Village lies at the heart of the city, flanked on either sides by magnificent monuments – Shehu Musa Yar'adua Centre on the right and Silverbird Entertainment Centre on the left. With the Sheraton Hotel as a backdrop for the Art and Craft Village, it presents you the opportunity to see and buy some of Nigeria's art and craft works that represent the country's culture. The shops are thatch-roofed huts with walls made from red earth (clay). From little sculpted 'warrior and horse' statuettes, beaded necklaces and bracelets, African traditional masks, traditional leather bags, tie & dye (*Adire*) clothes to mention a few, you'll find this a safe shopping spot for local arts and crafts. If you are a fan of wooden and bronze sculptures and leather artifacts, you will love it. Food and drink stalls are also available.

National Arboretum Abuja

Adjoining the mini-park located at the National Park along the Nnamdi Azikwe International Airport Expressway, Abuja. The arboretum was established to play significant roles in conservation of genetic resources for research, educational, medicinal and other scientific purposes. Comfortable concrete seats have been provided within the arboretum for visitors' relaxation, meditation and quiet study of the environment. The purpose of the Arboretum is to maintain the forest and other plant life within it in their original natural condition. Birdwatchers can check out different species of birds within the city.

Pedam Lake

You may have lived in Abuja for decades without a hint that this lake exists. But it is massive. It lies behind the Presidential Villa, sprawling towards Nassarawa State. It is not well developed for tourism but is accessible through the Abuja Park and Zoo or through some other less known routes from Udoma Street in Aso Rock.

Tourism Infrastructure

Tourism infrastructure can be regarded as the physical elements that are designed and erected to cater for visitors. The strong link between tourism development and infrastructure has been theoretically established by a number of authors (Seetanah, et al. 2011; Imikan & Ekpo, 2012; Tampakis, Manolas & Tampakis, 2012). Imikan and Ekpo (2012) classify tourism infrastructure in terms of water, transport, electricity, communication, and accommodation. They further noted that the accommodation factor includes buildings that serve as hotels and guest houses. Seetanah et al. (2011) went further to classify rental rooms as constituting a significant part of tourism accommodation infrastructure. It is important to note that buildings that serve as tourism infrastructure are not restricted to accommodation variants. Nina (1999) for example, claims that in Australia, important infrastructure projects for tourism development included Sydney Olympic Stadia, as well as convention and exhibition centres. This wider interpretation of the building and accommodation dimension of tourism infrastructure is the focus of this paper. It is considered to be fundamental to a tourist's overall impression of a destination. One major observation is that most tourism infrastructure in Nigeria are not designed for ease of disassembly, thereby creating sustainability problems for designers and other stakeholders. This paper explores design for deconstruction as a framework through which recycling and re-use of huge amounts of waste can be facilitated, to achieve sustainable development of tourism infrastructure in Nigeria. Design for deconstruction is an emerging concept that borrows from the fields of design for disassembly, reuse, re-manufacturing and recycling in the consumer products industries. Its overall goal is to reduce pollution impacts and increase resource and economic efficiency in the adaptation and eventual removal of constructed infrastructure, and recovery of components and materials for reuse, re-manufacturing and recycling (Webster & Costello, 2005; Guy & Ciarimboli, 2005). Design for disassembly is a growing topic within manufacturing industries as greater attention is devoted to the management of the end-of-life of products. This need is driven by the increasing disposal problems of large amounts of consumer goods. The resultant pollutant impacts and loss of material resources and energy that emanate from these products are regarded as major reasons why Europe, for example, now places emphasis on extended producer responsibility legislation. Among such legislations are the Directive 2000/53/EC of the European Parliament on end-of-life vehicles and Germany's End-of-Life Vehicle Act of 2002. Extended producer responsibility is a device for making manufacturers of products responsible for the entire life-cycle of their products, particularly for the take-back, recycling and final disposal of the products (Toffel, 2002; 2003). Simply put this stipulates that those who create a product are responsible for designing its entire life-cycle, including its ultimate disposition, with reuse and recycling, to achieve economic profitability at minimum risk. The elements of the 2000/53/EC related to extended producer responsibility design and manufacturing processes include:

- (a) Reduction and control of hazardous materials.
- (b) Requirements that dismantling, reuse and recycling of vehicles and components are integrated into design and production.

- (c) A certificate of destruction accounting for the recovery of the vehicle.
- (d) Use of component and materials coding standards.
- (e) Creation and dissemination of dismantling information for the correct and environmentally sound end-of-life treatment.
- (f) Measurable targets of the average amount of materials by weight per vehicle to be recovered (Directive 2000/53/EC of the European Parliament, 2006). Design for deconstruction is a new concept for professions in the built environment and is an important contributor to design for environment. Design for environment is a comprehensive consideration of design related to environmental and human health impacts over the life-cycle of a product and even beyond. These concepts are apt for the development of designs for tourism infrastructure in Nigeria. There are many other subsets of design for environment such as design for assembly, reuse and recycling. Although considering tourism infrastructure as a product may have varied interpretations, there is a consensus that they are nonetheless composed of materials, components, and connections. Furthermore, it is generally agreed that tourism infrastructure are created through the collaboration of designers, engineers, trade-persons, and the manufacturers of the materials and components that are assembled. Because of their importance in society and their tremendous impacts on resource utilization globally, any attempt to consider sustainability in the use of tourism infrastructure-related resources must consider the management of all resource flows in the life-cycle of tourism infrastructure from extraction, to manufacturing, to design, to construction, to operation, to renovation, to eventual end-of-life. Design for deconstruction is intended to reduce new materials consumption and waste in construction, renovation and demolition of buildings intended for tourism infrastructure. It is also intended to increase building lives in situ, and create buildings that are stocks of future building materials for the growth of tourism infrastructure (Webster & Costello, 2005). In fact, design for deconstruction is integral to any design concept that intends to maximize materials conservation from infrastructure end-of-life management, and create adaptable infrastructure. Given that many tourism infrastructure are removed from sites due to redevelopment and their inability to remain useful within an alternative land use, design for deconstruction can also be an intelligent strategy to prevent obsolescence and mitigate economic factors (such as labour costs) that encourage destructive demolition and disposal of infrastructure (Crowther, 2001; Toffel, 2003). However, one of the major hindrances to successful deconstruction, for the reuse of tourism infrastructure materials and components, is the difficulty in recovering items in good condition. Modern construction methods are very dependent on permanent fixing methods that allow for little else but destructive demolition. If tourism infrastructure were initially designed for deconstruction, it would be possible to successfully recover much more materials for reuse. This would have significant advantages both economically and environmentally.

Tourism Superstructure

Now, the difference between an infrastructure and a superstructure is that the superstructure is built **upon** something else. Quite often, in software development, that "something else" is relatively ill-structured, and the additional layer is supposed to bring some order to the chaos. The dark side is: unless you can remove **all** access to the underlying layer (that includes calls from existing software) you're not building an infrastructure. Unless you **have** to go through it,

it's not an infrastructure. If you have to be consciously aware to use it properly, if you constantly have to pay attention, if you can bypass it by mistake, it's a superstructure, not an infrastructure. Note that a superstructure is not inherently bad: quite the opposite, the ultimate goal of an infrastructure is to be the foundation for a superstructure. A few months ago, in his column on IEEE Software, Grady Booch came up with an interesting distinction between: - intentional architecture ("*explicitly identified and then implemented*") - accidental architecture ("*emerges from the multitude of individual design decisions that occur during development,*")(- to these, I would add "no architecture", when the accidental architecture has no internal coherence, but more on that later). I've been using those terms since then, but recently I realized that I would prefer to use **Structure** as the foundational term. Architecture (from Greek, αρχιτεκτων, "master builder") is an act of will; in this sense, it's always intentional. Structure can be the consequence of several unrelated decisions. Lack of structure is the byproduct of unrelated and **inconsistent** decisions. So, what Booch calls "accidental architecture" I would simply call Structure; "intentional architecture" is indeed "intentional structure", or Architecture tout-court. Structure can also be found at finer granularity, and it makes sense to say that although we have no Architecture, some modules are well structured. We also use the term **Infrastructure** quite liberally, while its use should be somewhat constrained, as the implication of a real infrastructure is that it soon disappear from conscious thought processes. If you have to think about it all the time, it's not an infrastructure. Indeed, quite recently one of my clients told me "*with this infrastructure we built, we have a foundation for further developments*". Which would be nice, except that what they build it's not an Infrastructure: it's a **Superstructure**.

Natural Disaster

Several authors have emphasized the vulnerability of tourist destinations, and thus tourists, to disasters and some have suggested that, in these situations tourists might be more exposed to danger than anyone else (Drabeck, 1995). Murphey and Bayley (1989) suggest that the exposure of tourism to natural disasters is linked with the attractiveness of many high-risk exotic locations, where events such as hurricanes, avalanches and volcanic activity are common. They are also at risk from hijacking and terrorism because, as Lehrman (1986) observes, tourist have become soft targets in a period when increased security measures have made traditional targets (politicians, embassies etc.) less attractive for terrorists. Furthermore, in disaster situations, tourists themselves are often more vulnerable than locals because they are less familiar with local hazards and the resources that can be relied on to avoid risk, and they are less independent (Burby and Wagner, 1996; Drabeck, 1992,1994).

Despite the potentially devastating effect natural and manmade disasters can have on tourism, few tourism organizations at the enterprise or destination level have properly developed disaster strategies as an integral part of their business plans (Cassedy, 1991). In studies of disaster preparedness among tourism industry enterprises in the US, Drabeck (1992, 1995) has reported that, while there was a relatively high degree of disaster preparedness among tourism executives, this was qualified by the observation that many had relatively informal (undocumented) strategies in place and these strategies addressed only one type of hazard. Also, the level of staff turnover had not been taken sufficiently into account in the consideration of the frequency of staff education and some misconceptions about disaster effects (eg inflated expectations regarding the potential for looting) influenced the planned response. Furthermore, larger firms with more professional senior managers and planning resources tended to be more prepared than the many smaller establishments. Elsewhere, Burby and Wagner (1996) reported

a high degree of preparedness among hotel establishments New Orleans, but this preparedness is compromised by similar reservations as those raised by Drabeck.

Environmental Hazard

Negative impacts from tourism occur when the level of visitor use is greater than the environment's ability to cope with this use within the acceptable limits of change. Uncontrolled conventional tourism poses potential threats to many natural areas around the world. It can put enormous pressure on an area and lead to impacts such as soil erosion, increased pollution, discharges into the sea, natural habitat loss, increased pressure on endangered species and heightened vulnerability to forest fires. It often puts a strain on water resources, and it can force local populations to compete for the use of critical resources. **DEPLETION OF NATURAL RESOURCES** Tourism development can put pressure on natural resources when it increases consumption in areas where resources are already scarce. Water resources Water, and especially fresh water, is one of the most critical natural resources. The tourism industry generally overuses water resources for hotels, swimming pools, golf courses and personal use of water by tourists. This can result in water shortages and degradation of water supplies, as well as generating a greater volume of waste water.. In dryer regions like the Mediterranean, the issue of water scarcity is of particular concern. Because of the hot climate and the tendency of tourists to consume more water when on holiday than they do at home, the amount used can run up to 440 liters a day. This is almost double what the inhabitants of an average Spanish city use. Golf course maintenance can also deplete fresh water resources. In recent years golf tourism has increased in popularity and the number of golf courses has grown rapidly. Golf courses require an enormous amount of water every day and, as with other causes of excessive extraction of water, this can result in water scarcity. If the water comes from wells, over pumping can cause saline intrusion into groundwater. Golf resorts are more and more often situated in or near protected areas or areas where resources are limited, exacerbating their impacts. An average golf course in a tropical country such as Thailand needs 1500kg of chemical fertilizers, pesticides and herbicides per year and uses as much water as 60,000 rural villagers. Source: Tourism Concern Local resources Tourism can create great pressure on local resources like energy, food, and other raw materials that may already be in short supply. Greater extraction and transport of these resources exacerbates the physical impacts associated with their exploitation. Because of the seasonal character of the industry, many destinations have ten times more inhabitants in the high season as in the low season. A high demand is placed upon these resources to meet the high expectations tourists often have (proper heating, hot water, etc.). Land degradation important land resources include minerals, fossil fuels, fertile soil, forests, wetland and wildlife. Increased construction of tourism and recreational facilities has increased the pressure on these resources and on scenic landscapes. Direct impact on natural resources, both renewable and nonrenewable, in the provision of tourist facilities can be caused by the use of land for accommodation and other infrastructure provision, and the use of building materials. Forests often suffer negative impacts of tourism in the form of deforestation caused by fuel wood collection and land clearing. For example, one trekking tourist in Nepal and area already suffering the effects of deforestation can use four to five kilograms of wood a day. **POLLUTION** Tourism can cause the same forms of pollution as any other industry: air emissions, noise, solid waste and littering, releases of sewage, oil and chemicals, even architectural/visual pollution. Air pollution and noise, Transport by air, road, and rail is continuously increasing in response to the rising number reported that the number of international air passengers worldwide rose from 88 million in 1972 to 344 million in 1994. One consequence of this increase in air transport is that tourism now accounts for more than

60% of air travel and is therefore responsible for an important share of air emissions. One study estimated that a single transatlantic return flight emits almost half the CO₂ emissions produced by all other sources (lighting, heating, car use, etc.) consumed by an average person yearly. (Mayer Hillman, Town & Country Planning magazine, September 1996. Source: MFOE). Transport emissions and emissions from energy production and use are linked to acid rain, global warming and photochemical pollution. Air pollution from tourist transportation has impacts on the global level, especially from carbon dioxide (CO₂) emissions related to transportation energy use. And it can contribute to severe local air pollution. Some of these impacts are quite specific to tourist activities. For example, especially in very hot or cold countries, tour buses often leave their motors running for hours while the tourists go out for an excursion because they want to return to a comfortably air-conditioned bus. Noise pollution from airplanes, cars, and buses, as well as recreational vehicles such as snowmobiles and jet skis, is an ever-growing problem of modern life. In addition to causing annoyance, stress, and even hearing loss for it humans, it causes distress to wildlife, especially in sensitive areas. For instance, noise generated by snowmobiles can cause animals to alter their natural activity patterns. In winter 2000, 76,271 people entered Yellowstone National Park on snowmobiles, outnumbering the 40,727 visitors who came in cars, 10,779 in snow coaches and 512 on skis. A survey of snowmobile impacts on natural sounds at Yellowstone found that snowmobile noise could be heard 70% of the time at 11 of 13 sample sites, and 90% of the time at 8 sites. At the Old Faithful geyser, snowmobiles could be heard 100% of the time during the daytime period studied. Snowmobile noise drowned out even the sound of the geyser erupting. (Source: Idahonews) Solid waste and littering in areas with high concentrations of tourist activities and appealing natural attractions, waste disposal is a serious problem and improper disposal can be a major despoiler of the natural environment - rivers, scenic areas, and roadsides. For example, cruise ships in the Caribbean are estimated to produce more than 70,000 tons of waste each year. Today some cruise lines are actively working to reduce waste-related impacts. Solid waste and littering can degrade the physical appearance of the water and shoreline and cause the death of marine animals. In mountain areas, trekking tourists generate a great deal of waste. Tourists on expedition leave behind their garbage, oxygen cylinders and even camping equipment. Such practices degrade the environment with all the detritus typical of the developed world, in remote areas that have few garbage collection or disposal facilities. Some trails in the Peruvian Andes and in Nepal frequently visited by tourists have been nicknamed "Coca-Cola trail" and "Toilet paper trail". The Wider Caribbean Region, stretching from Florida to French Guiana, receives 63,000 port calls from ships each year, and they generate 82,000 tons of garbage. About 77% of all ship waste comes from cruise vessels. The average cruise ship carries 600 crew members and 1,400 passengers. On average, passengers on a cruise ship each account for 3.5 kilograms of garbage daily - compared with the 0.8 kilograms each generated by the less well-endowed folk on shore. Source: Our Planet, UNEP magazine for environmentally sustainable development, volume 10, no. 3, 1999

Sewage Construction of hotels, recreation and other facilities often leads to increased sewage pollution. Wastewater has polluted seas and lakes surrounding tourist attractions, damaging the flora and fauna. Sewage runoff causes serious damage to coral reefs because it stimulates the growth of algae, which cover the filter-feeding corals, hindering their ability to survive. Changes in salinity and siltation can have wide-ranging impacts on coastal environments. And sewage pollution can threaten the health of humans and animals.

Aesthetic Pollution Often tourism fails to integrate its structures with the natural features and indigenous architectural of the destination. Large, dominating resorts of disparate design can look out of place in any natural environment and may clash with the indigenous structural design. A lack of land-use planning and building regulations in many destinations has facilitated sprawling developments along coastlines, valleys and scenic routes.

The sprawl includes tourism facilities themselves and supporting infrastructure such as roads, employee housing, parking, service areas, and waste disposal. **PHYSICAL IMPACTS**

Attractive landscape sites, such as sandy beaches, lakes, riversides, and mountain tops and slopes, are often transitional zones, characterized by species-rich ecosystems. Typical physical impacts include the degradation of such ecosystems. An ecosystem is a geographic area including all the living organisms (people, plants, animals, and microorganisms), their physical surroundings (such as soil, water, and air), and the natural cycles that sustain them. The ecosystems most threatened with degradation are ecologically fragile areas such as alpine regions, rain forests, wetlands, mangroves, coral reefs and sea grass beds. The threats to and pressures on these ecosystems are often severe because such places are very attractive to both tourists and developers. In industrial countries, mass tourism and recreation are now fast overtaking the extractive industries as the largest threat to mountain communities and environments. Since 1945, visits to the 10 most popular mountainous national parks in the United States have increased twelve-fold. In the European Alps, tourism now exceeds 100 million visitor-days. Every year in the Indian Himalaya, more than 250,000 Hindu pilgrims, 25,000 trekkers, and 75 mountaineering expeditions climb to the sacred source of the Ganges River, the Gangotri Glacier. They deplete local forests for firewood, trample riparian vegetation, and strew litter. Even worse, this tourism frequently induces poorly planned, land-intensive development. (Source: People and the Planet)

Physical impacts are caused not only by tourism-related land clearing and construction, but by continuing tourist activities and long-term changes in local economies and ecologies. Physical impacts of tourism development *

- *Construction activities and infrastructure development* The development of tourism facilities such as accommodation, water supplies, restaurants and recreation facilities can involve sand mining, beach and sand dune erosion, soil erosion and extensive paving. In addition, road and airport construction can lead to land degradation and loss of wildlife habitats and deterioration of scenery. In Yosemite National Park (US), for instance, the number of roads and facilities have been increased to keep pace with the growing visitor numbers and to supply amenities, infrastructure and parking lots for all these tourists. These actions have caused habitat loss in the park and are accompanied by various forms of pollution including air pollution from automobile emissions; the Sierra Club has reported "smog so thick that Yosemite Valley could not be seen from airplanes". This occasional smog is harmful to all species and vegetation inside the Park. (Source: Trade and Environment Database) *
- *Deforestation and intensified or unsustainable use of land* Construction of ski resort accommodation and facilities frequently requires clearing forested land. Coastal wetlands are often drained and filled due to lack of more suitable sites for construction of tourism facilities and infrastructure. These activities can cause severe disturbance and erosion of the local ecosystem, even destruction in the long term. *
- *Marina development *Development of marinas and breakwaters can cause changes in currents and coastlines. Furthermore, extraction of building materials such as sand affects coral reefs, mangroves, and hinterland forests, leading to erosion and destruction of habitats. In the Philippines and the Maldives, dynamiting and mining of coral for resort building materials has damaged fragile coral reefs and depleted the fisheries that sustain local people and attract tourists. Overbuilding and extensive paving of shorelines can result in destruction of habitats and disruption of land-sea connections (such as sea-turtle nesting spots). Coral reefs are especially fragile marine ecosystems and are suffering worldwide from reef-based tourism developments. Evidence suggests a variety of impacts to coral result from shoreline development, increased sediments in the water, trampling by tourists and divers, ship groundings, pollution from sewage, overfishing, and fishing with poisons and explosives that destroy coral habitat. Physical impacts from tourist activities *
- *Trampling* Tourists using the same trail over and over again trample the vegetation and soil, eventually causing damage that

can lead to loss of biodiversity and other impacts. Such damage can be even more extensive when visitors frequently stray off established trails. *Trampling impacts on vegetation*
 Trampling impacts on soil Breakage and bruising of stems Loss of organic matter Reduced plant vigor Reduction in soil macro porosity Reduced regeneration Decrease in air and water permeability Loss of ground cover Increase in run off Change in species composition Accelerated erosion Source: University of Idaho * *Anchoring and other marine activities *In marine areas (around coastal waters, reefs, beach and shoreline, offshore waters, uplands and lagoons) many tourist activities occur in or around fragile ecosystems. Anchoring, snorkeling, sport fishing and scuba diving, yachting, and cruising are some of the activities that can cause direct degradation of marine ecosystems such as coral reefs, and subsequent impacts on coastal protection and fisheries. There are 109 countries with coral reefs. In 90 of them reefs are being damaged by cruise ship anchors and sewage, by tourists breaking off chunks of coral, and by commercial harvesting for sale to tourists. One study of a cruise ship anchor dropped in a coral reef for one day found an area about half the size of a football field completely destroyed, and half again as much covered by rubble that died later. It was estimated that coral recovery would take fifty years. Source: Ocean Planet * *Alteration of ecosystems by tourist activities *Habitat can be degraded by tourism leisure activities. For example, wildlife viewing can bring about stress for the animals and alter their natural behavior when tourists come too close. Safaris and wildlife watching activities have a degrading effect on habitat as they often are accompanied by the noise and commotion created by tourists as they chase wild animals in their trucks and aircraft. This puts high pressure on animal habits and behaviors and tends to bring about behavioral changes. In some cases, as in Kenya, it has led to animals becoming so disturbed that at times they neglect their young or fail to mate.

METHODOLOGY

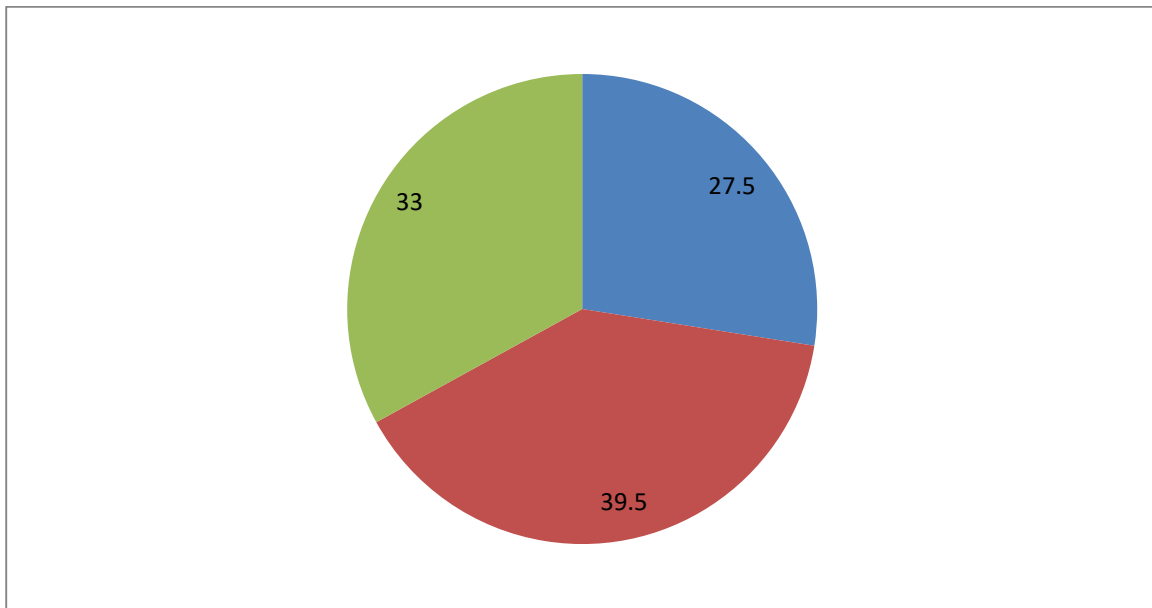
The study made us of interviews and personal observation in order to get adequate information about the tourist sites. Two hundred (200) Questionnaires were administered in order to ascertain the level of awareness of the people on the hazards of tourist sites in Abuja and also to examine their level of patronage to these sites. Simple random sampling method was used in selecting the respondents.

RESULTS

TABLE 1: To examine the level of awareness of the people on the hazard of tourist sites

QUESTION	FREQUENCY	PERCENTAGE (%)
Are you aware of any environmental hazard on tourist site in this Abuja	55	27.5
i. Yes	79	39.5
ii. No	66	33
iii. No idea		
TOTAL	200	100

Source: Researcher's field work, 2015



Pie chart showing the level of awareness of the people about the hazards on tourist sites in the Abuja

TABLE 2: To Ascertain the level of Patronage

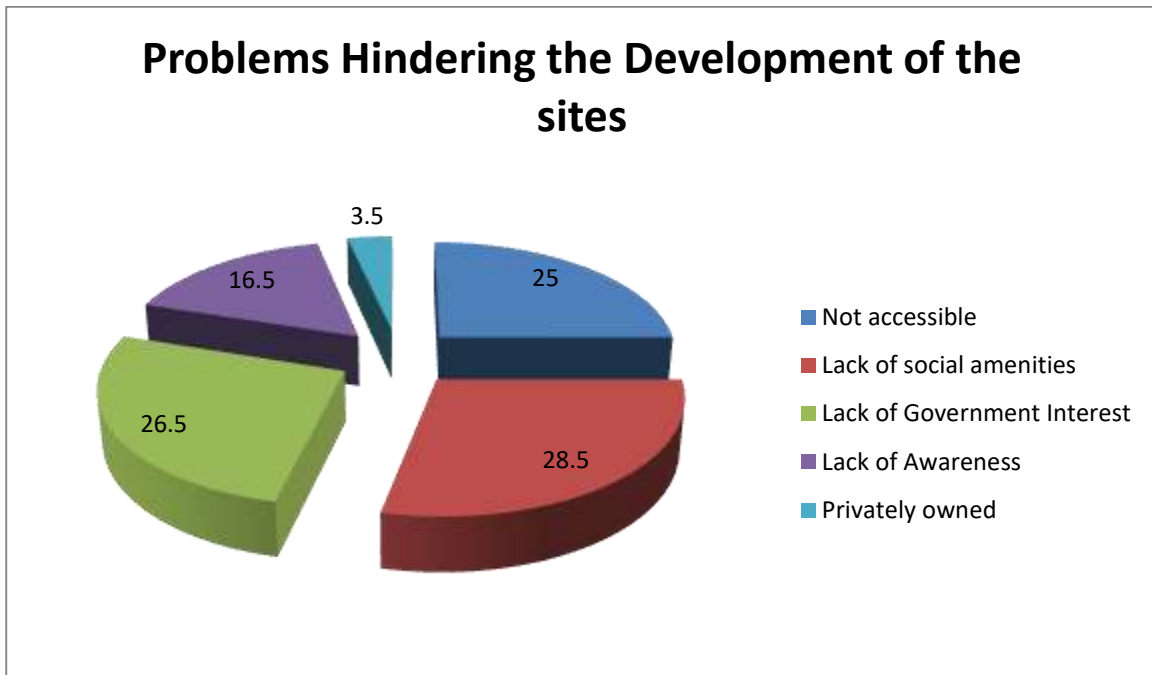
QUESTION	FREQUENCY	PERCENTAGE (%)
Have you ever visited any of the site		
i. Yes	25	45
ii. No	30	55
TOTAL	55	100

Source: Researcher's field work, 2015

TABLE 3: To Identify the Problems Hindering the Development of the sites.

QUESTION	FREQUENCY	PERCENTAGE (%)
What are the problems faced by these sites?		
i. Not accessible	50	25
ii. Lack of social amenities	57	28.5
iii. Lack of government interest	53	26.5
iv. Lack of awareness	33	16.5
v. Privately owned	17	3.5
TOTAL	200	100

Source: Researcher's field work, 2015

**TABLE 4: To Determine the Requirements Necessary to Develop the Sites**

QUESTION	FREQUENCY	PERCENTAGE (%)
What are the measures to be taken in order to develop the sites		
i. Provision of social amenities	58	29
ii. Government Participation	51	25.5
iii. Govt. – Private Partnership	52	26
vi. Community Participation	39	19.5
TOTAL	200	100

Source: Researcher's field work, 2015

DISCUSSION OF FINDINGS

This section deals with the analysis of data collected through questionnaire, interviews and personal observation. Table 1 reveals that 39.5% are not aware of any hazard on tourist sites in the Abuja, 33% had no idea while only 27.5% are aware of the hazard on tourist sites. Although research shows that the popular ones are; the millennium Park, the Aso Rock, National Children Park - Zoo, and Padam Park this is because these sites are privately owned and managed. Table 2 shows that out of the fifty five persons (55) that are aware of these sites, only 45% have visited the sites while 55% are yet to visit the sites. Table 3 shows the problems hindering the development of the sites 57% indicates lack of social amenities which is the highest problem faced by the sites, 53% shows lack of government interest, while 33% shows lack of awareness. Table 4 shows the requirement necessary to develop the site into tourist attraction 58% indicate provision of social amenities, 51% suggest government participation, while 52% shows government- private partnership.

The interview section comprises of the Managers, Owners, and the Supervisors. Response from the Managers indicate that the major tourist site the people are aware of is their famous “millennium” which is held annually and is been referred to as most patronized. Personal observation shows that the popular and most patronized are those ones that are privately owned, although it was observed that only the politicians and the elite have the privilege to visit the sites such as the Millennium Park and the Aso Rock as it is fondly called in the town. Abuja Craft and Art village owned by group of individuals which houses all the craft, arts and musical instruments used during the famous carnival in Abuja can be visited at all time; it is of the record that the site always witness mass tourism during the carnivals. People troop to see the various craft, arts and instruments that usher out different kinds of masquerade and the sound they produce after the carnival only few people are visits the sites because it is believed that the cost of the crafts, art etc are high and the security of the areas will high be increased. The findings also reveal that the government had little or no interest in developing these sites, the local government complained of inadequate fund being allocated to them hence no capital for tourism projects, most of the roads leading to the sites are in bad state, and the basic infrastructures required for tourist stay are lacking.

CONCLUSION

Tourism site has a great potential for skills development, it provides avenues for generation of knowledge which is an indispensable feature of the tourism sectors, help in creating knowledge, foster innovation and transmission of cultural heritage to the new generation, it also help in the provision of basic services like schools, health centers which are fully equipped with facilities. The tourism sectors are also innovative not only where it overlaps with the creative industries but also in its core activities related to conservation and restoration. The development of these sites will lead to the generation of direct, indirect economic benefits, industrial development, induced jobs along with drawing investment and tourists, it provides an efficient tool for providing social cohesion, if properly designed and managed, heritage sites can serve as efficient means for the policy of social inclusion, intercultural dialogue, conflict resolution, it will attract tourists from home and abroad, help foster Abuja growth in terms of social amenities such as electricity, water, good health centers and also infrastructures such as roads, shopping mall etc. It was also observed that the tourist are exposed to environmental hazards by the way and manner people misuse the sites and most the mismanagement of the heritage, and natural sites, to contribute to degradation, health hazard, pollution etc in the Abuja metropolis.

RECOMMENDATION

Development of any nation, county, state relies much on harnessing their resources through advanced technology; planning management etc. the following recommendations are made after a careful review of the major findings:

Public sectors are supposed to cooperate with the private sectors in order to conserve and rehabilitate cultural heritage sites.

Planning requirements; tourism needs planning, creativity, infrastructures and allied services. Careful planning is needed to protect the visual integrity of historic places and sites.

There should be an enabling social and political environment for tourism development to thrive, government should also ensure to be sincere with the people and avoid politicizing everything.

There should be political will of our State to encourage and support tourism development they should be educated and awareness should be created. The local government in particular should show more interest in such ventures as their areas would be opened to a wider world.

Tourism has been a positive force in the conservation of heritage resources. Hence care should be taken to minimize the impact of tourist facilities and development in order to achieve sustainable development.

Tourism has a lot of economic and social advantages, if the industry is made productive. Nigeria has the tourist potentials which through capital, commitment and good planning will transform the tourist potentials to tourist attractions.

And for tourism site development to be that government policies should be upheld and forced by the persons concerned in the areas of preserving the nature.

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