

УДК 504:332.3:338.48

ECOLOGICAL IMPACT OF TOURISM TRANSPORT ON THE ENVIRONMENT

**M.O. Golub, Postgraduate student,
L.O. Ignatenko, Candidate of Science in Pedagogics, Associate Professor
Simon Kuznets Kharkiv National University of Economics**

Abstract. In this article the problem of ecological impact of tourism transport on the environment was observed. To emphasize the importance of this situation the main transport modes in tourism were analyzed.

Key words: transportation in tourism, sustainable development, transport modes in tourism, impact on the environment.

ВПЛИВ ТУРИСТИЧНОГО ТРАНСПОРТУ НА НАВКОЛИШНЄ СЕРЕДОВИЩЕ

**М.О. Голуб, аспірант,
Л.О. Ігнатенко, кандидат педагогічних наук, доцент
Харківський національний економічний університет
імені Семена Кузнеця**

Анотація. У цій статті була розглянута проблема екологічного впливу туристичного транспорту на навколишнє середовище. Підкреслюючи важливість сучасної ситуації були проаналізовані основні види транспорту у туризмі.

Ключові слова: транспортування в туризмі, сталий розвиток, моделі транспорту в туризмі, вплив на навколишнє середовище

Nowadays we can hardly imagine our life without transport. Hence, environmental impacts of transport activities have been quantified in a large number of studies but very few have addressed the specific issue of tourist transport.

Transportation links the various destinations and ferries people, goods, and services. Tourism is all about travel; and the role of transportation in its operation is vital. It is largely due to the improvement of transportation that tourism has expanded. The advent of flight has shrunk the world, and the motor vehicle has made travel to anywhere possible. This reality coupled with changing work

patterns and innovative marketing has driven international mass tourism through the years.

Culpan [2] identified transportation modes and management as the “important ingredients of the international tourism system,” acknowledging that linkage by air, sea and land modes is essential for the operations as well as the availability of support services such as fuel stations, auto repair, motels and rest facilities for land travel. They are presented in Table 1.

Table 1[6]

The main transport modes in tourism

Car traveling	It is usually an independent mean of transport. The driver decides where, when and how he is going to get to a destination. It is usually cheaper since roads fees are not directly paid but rather from taxes. It is the only transportation mode that does not require transfers, in the sense that the whole journey, from door to door can be achieve without even stopping. Car transport is the dominant mode in world tourism (77% of all journeys), notably because of advantages such as flexibility, price, and independence. Tourists will often rent cars to journey within their destinations, which has triggered an active clustering of car rental companies have emerged adjacent to main transport terminals (airports, train stations) and touristic venues.
Coach traveling	It uses the same road network as cars. Coaches are well suited for local mass tourism but can be perceived as a nuisance if in too large numbers since they require a large amount of parking space. They can be used for short duration local tours (hours) but also can be set for multi-days journeys where the coach is the conveyance.
Rail travel	It was the dominant form of mass public transport before the age of the automobile. Even if trains are very fast, the network is not too flexible, pre-established routes have to be followed. The railway network usually reflects more the commercial needs of the national economy then the holiday tourist flow which can make it a second choice as a traveling mode. The railway systems of several countries, notably in Europe, have seen massive invest-

	ments for long-distance routes and high speed services. Due to the scenery or the amenities provided, rail transportation can also be a touristic destination in itself. Several short rail lines that no longer had commercial potential have been converted for tourism.
Air transport	It is by far the most effective transport mode. Notably because of prices, only 12.5% of the tourist travel by plane. But for international travel this share is around 40%. Air transport has revolutionized the geographical aspect of distances; the most remote areas can now be attained, any journey around the world can be measured in terms of hours of traveling. Businesspeople are among the biggest users of airline facilities, but a low cost air carriers have attracted a significant market segment.
Cruises	They are mainly concentrated towards short sea journeys of about a week. Cruising has become a significant tourist industry; big cruisers are like floating resorts where guests can enjoy luxury and entertainment while moving towards their multiple destinations. This industry is characterized by a high level of market concentration with a few companies, such as Carnival Corporation and Royal Caribbean Cruises who account for about 70% of the market. The impacts of cruising on the local economy are mitigated as the strategy of cruising companies is to retain as much income as possible. This implies that tourists spend most of their money in the cruise ship itself (gift shops, entertainment, casinos, bars, etc.) or on island facilities owned by cruise shipping companies.

Transportation in tourism is most often seen as just part of the tourism system which is in charge of bringing the tourists to the destinations, a means of getting around the place and leaving it once the duration of the trip is over. Page and Lumsdon [5] contend that the transportation system of a tourist destination has an impact on the tourism experience which explains how people travel and why they choose different forms of holiday, destination, and transport. The improvement in transportation modes plus low fares has increased the accessibility

of areas once considered off-the-beaten-path. Access to tourism sites vary according to the nature of the site, the state of infrastructure, and the efficiency of the public transport system.

The impact of automobiles in tourism can be observed in the increasing number of daytrips and leisure travel. Most trips to the countryside are common and most utilize automobiles, which can take their toll on the resources. Nelson and Wall [4] investigated the relationships of the changing transport network of Vancouver Island that established tourist destinations decline in importance once a more accessible destination is opened elsewhere. It was the extensive use of the automobile that initiated the changes on Vancouver Island, even the coastal liners and passenger trains gave in to the competition it posed.

In a study done by Capineri and Spinelli on the impacts of day tourism on the environment, they were able to identify three types of buffers that correspond to how tourist populations converge into a resort, with patterns influenced by “existing networks and by connections with the inland” [1]. It follows that the more connected a resort is, the more extensive its area of attraction; while smaller buffers have a limited catchment area due to the lack of transport networks. The resulting patterns were then used to identify the areas where traffic management systems should be employed.

The effective management of resources requires a good measuring tool to quantify the resources of a site. Inskeep [3] suggests that to come up with a basis for tourism planning a “thorough and systematic environmental analysis” should be done which includes a site’s carrying capacity. This way visitor access to environmentally critical areas may be controlled, appropriate sites for tourist facilities may be mapped out, and vulnerable areas will be safeguarded. Another thing pointed out is the importance in defining carrying capacity based on tourist acceptability and one that is anchored on the environment [3].

A strong public transport system, the application of appropriate traffic management schemes, and good linkage with the programs of ecotour operators

may alleviate impacts. Tourism as an economically driven industry that draws much of its income from the state of the environment will benefit much when it is run in a sustainable manner. The role governments, NGOs and operators play in the industry is crucial for the appropriate utilization of resources. The importance of including tourism in formulating the national development plan is that resources can be managed in consonance with the policies of the rest of the government agencies. It is hoped that a balanced plan may be created given the knowledge and background of a destination. Trade-offs between economics and the environment will remain an issue as it will be dependent on variables such as the vision of the community involved, the existing policies, and the common practice.

References

1. Capineri C. and Spinelli G. The impact of day tourism on the environment and sustainability: The northwestern Mediterranean arc. In Black, W.R. and P. Nijkamp (eds.) *Social change and sustainable transport*, Bloomington and Indianapolis: Indiana University Press, 2002. – P. 191-199.
2. Culpan R. International tourism model for developing economies. *Annals of Tourism Research*, Vol. 14, 1987. – P. 541-552.
3. Inskeep E. Environmental planning for tourism, *Annals of Tourism Research*, Vol. 14, 1987. – P. 118-135.
4. Nelson R. and Wall G. Transportation and accommodation: Changing interrelationships on Vancouver Island, *Annals of Tourism Research*, Vol. 13, 1986 – P. 239-260.
5. Page S. and Lumsdon L. *Tourism and transport: Issues and agenda for the new millennium*, Elsevier, Boston, 2004. – P. 57-68.
6. The Geography of Transport System. Internet Resource. Access mode: <http://people.hofstra.edu/geotrans/eng/ch7en/appl7en/ch7a3en.html>