


Chapter 1

The Rising Trends and Challenges in World Transportation

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ABSTRACT

An increment of 1.3 billion in the world's population every 20 years signals to us that in the future, the accumulation of a vast number of people in certain regions and places will lead to land scarcity and carbon emissions issues. This article aims to examine the plans and policies of three countries categorized as developed economies, two countries classified as economies in transition, and three countries considered developing economies. These countries were selected based on data from the World Economic Situation and Prospects 2023. The results of the content analysis enable us to identify the existing and significant disparities between the implementation of plans and policies in the selected countries. More prosperous and developed countries will be more advanced and geared towards electrification in transportation, autonomous and connected vehicles, and artificial intelligence in transportation compared to less developed and less advanced countries.

DOI: 10.4018/979-8-3373-0882-1.ch001

1: INTRODUCTION

Transport connectivity is a crucial prerequisite for tourism (Kim, 2019, as cited in UNWTO, n.d.). Based on the United Nations World Tourism Organization's definition of tourism, tourism necessarily entails the movement of people. With this, one can recognize the significant role of transportation in the industry. Without transportation, mobility will not take place. Mobility is essential for an individual to reach a tourist destination. According to Rodrigue (2020), Tourism, as an economic activity, relies on transportation to bring tourists to destinations, and transportation itself can be part of the tourist experience.

Over the decades, tourism has experienced continued growth and deepening diversification, becoming one of the fastest-growing economic sectors globally (UNWTO, n.d.). Tourism has long been recognized as a significant contributor to the global economy. According to the UNWTO (n.d.), international tourist arrivals (overnight visitors) grew 4% in January-March 2019 compared to the previous year, below the 6% average growth of the past two years. However, in 2020, the COVID-19 pandemic profoundly negatively impacted the tourism industry, with international tourism figures dipping significantly.

After the unprecedented drop in 2020 and 2021, international tourism is expected to continue its gradual recovery in 2022 (UNWTO, 2022). With the expected recovery, the availability of transportation services will be crucial in achieving its recovery as transportation is the means that provides access to tourist destinations.

Innovations in long-haul air transportation made international tourism possible soon after, which allowed for tourism in previously unreachable destinations (Chew, 1987; as cited in Van Truong and Shimizu, 2017). Rodrigue (2020) also supports this statement, mentioning that the expansion of international tourism significantly impacts the discipline of transport geography, as it links traffic generation, interactions at different scales (from local to global), and related transportation modes and terminals.

The tourism industry is dependent on the transportation industry. Although technological innovations have led to the rise of the tourism industry, it is not without consequences. The tourism sector is highly vulnerable to climate change and, at the same time, contributes to the emission of greenhouse gases (GHG), which cause global warming. Therefore, accelerating climate action in the tourism sector is of utmost importance for its resilience (UNWTO, n.d.). With COVID-19 hampering the growth of the tourism industry, one might think it poses the greatest threat. However, climate change, not the pandemic, is the biggest threat to tourism. UNWTO's Secretary-General Zurab Pololikashvili has warned that the "climate emergency is a bigger threat than Covid" (UNWTO, 2021b).

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