

IMPACT OF COVID ON PATTYA BEACH TOURISM- A REVIEW

R.Hazanal Rashid khan¹

Lecturer, Faculty of Business Administration, St Theresa International College, Thailand,
Email- khan@stic.ac.th

Ankit Shukla²

Lecturer, Faculty of Business Administration, St Theresa International College, Thailand,
Email- ankit.s@stic.ac.

Nagendra Yadav³

Assistant Professor, Faculty of Business Administration, Shoolini University of
Biotechnology and Management Sciences, India,
Email- nagendrayadav@shooliniuniversity.com

Harsh Vardhan Pandey⁴

Assistant Professor, Department of Tourism & Hospitality Management
Kumaun University Nainital Uttarakhand, India
Email- emailtoharshpandey@gmail.com

Suresh Kumar Chauhan⁵

Associate Professor, MMIT&BM (Hotel Management), Maharishi Markandeshwar
University Mullana Ambala, India, Email- sureshshyama2003@gmail.com

ABSTRACT

Tourism is a potentially fast-growing business that contributes 30% of service activities globally, 7% of international trade, and 10% of the world's GDP. One in ten employments is related to tourism, according to UNWTO. It has a significant impact on Thailand's socioeconomic development, cultural development, and sustainable development. The count of tourists who are visiting Thailand climbed from 34.53 million in the year 2017 to 37.82 million in the year 2018 and then finally it has shifted to 38.80 million in the year 2019. This is based on Thailand's tourism statistics. The country's economy was greatly boosted by the growth in the visitors that is from 2018 to 2019, which is about 4.42%—significantly very less than the Thai authorities had forecasted. However, the COVID -19 pandemic has a detrimental impact on the tourism industry, the socioeconomic standing of the residents, besides culture. The study found that the pandemic affected people's socioeconomic level, means of subsistence, and daily routines. According to the study's findings, the COVID-19 pandemic had an impact on the socioeconomic standing of the towns prevailing to the study area. Thus, it can be articulated that pandemic circumstances and travel restrictions have a negative impact on the nation's and localities' economies.

Keywords: Covid-19, Tourism, Pattaya beach, Economy, Local-community and socio-economic status.

INTRODUCTION

Tourism is regarded as a large industry, contributing 30% of service activities, 7% of international trade, and 10% of the global GDP. One in ten employments are related to tourism, according to UNWTO. Although it is generally recognized that tourism is an industry that aids in the growth of many nations, despite its economic clout, the industry continues to acquire one of the prime delicate and susceptible for both internal and external crises (Sonmez, Apostolopoulos, Tarlow, 1999).

Numerous tourist locations have faced crises over the past ten years, ranging from the natural disasters to the human-made events, attacks by the terrorist, crises in terms of the health (MERS-CoV, SARS, etc.), and even terrorist attacks (Hurricane, Tsunami, Volcanic eruption, etc.). The tourism sector was able to rebound, nonetheless, after these disasters. Travel offers unparalleled possibilities for resiliency (Tejan, Safaa, 2018). The current crisis, however, is unlike any that have come before it. Without leaving the tourist location, the threat is not restricted to a particular area but rather is of a broad and global nature. By 2020, UNWTO predicts 21 to 31% decline in international travel, ultimately can lead to a loss of \$301 to 451 billion in revenue from international travel. Any region that has formed its strategy around tourism seeks to absorb this shock in order to establish its resilience.

The development of local tourism and tourist attractions is currently dependent on the most alluring locations in the nation, such as natural beach areas. Travellers are drawn to particular destinations in large part due to the accessibility of transportation. Road and air transportation networks are highly developed throughout Thailand. The tourism authority has used numerous forms of advertising to inform visitors about the locations they plan to visit within and outside of the nation. As a result, tourists learn about all the appealing locations in Thailand. Tourists are well aware of their desires and make plans to live them. As a result, knowing when to leave and when to arrive at a desirable area might affect the factors that draw tourists. Tourists choose their travel destinations based on amenities like the food, security, easiness, enjoyment, good monsoon, beaches, and various other essential amenities. The performance of tourism is the cornerstone of the nation's economy.

The tourist industry in Thailand is intertwined with countless other sectors. The nation's tourist industry is a source of inspiration for the growth tactics used over the past few decades to grow the industry. Perhaps a significant amount of socioeconomic incline, distribution of the income, revenue received from foreign exchange, export revenue, and employment generated by the tourism. There are probably tensions between the chosen destination and the local area's natural resources, visitor interactions with the locals, and urban spaces. On the feedback from the ground, it is vital to improve the logistics, infrastructure investments that are dependent on tourism, and the promotion of eco-friendly, rural as well as from the urban natural products. Effective planning for rural tourism must be started. By considering the geographic, social, cultural, economic, organizational, basic, and environmental variables while focusing on the measurement of tourist attractions. Consequently, it will decide on a variety of regional coastal tourist attractions (Alvani, Dehdashti, 1994; Papali Yazdi and M. Saghayei, 2006)

REVIEW OF THE LITERATURE

Energy usage

According to preliminary data from a draft Sustainable Tourism Roundtable Report, the tourism sector utilizes 72.1 Go hours of energy annually (International Institute of TourismStudies, George Washington University, 1999). According to the Energy Information Administration, U.S. the Department of the Energy (EIA/DOE), 1998, p.112, this quantity represents a negligibly small portion of the country's overall energy consumption, which was roughly 0.3% in 1997.

Consumption of water

According to the report stated above's preliminary data, the tourism industry as a whole utilizes 94.9 billion gallons of the water annually. Thus the quantity represents 4.0% of all the consumption which is commercial in the United States, which includes the chemical, pulp and paper, primary metals, and textiles sectors (International Institute of Tourism Studies, George Washington University,1999). The lodging sector uses about 46.2 billion gallons of water annually as a result of tourism-related water demand. Total freshwater withdrawals for off stream uses in the United States in 1995 were 338 billion of the gallons each day. These uses includes on the surface as well as the groundwater withdrawals for the various purpose which includes public supply, agriculture, including irrigation domestic use, and livestock watering, industry, which also includes mining, and thermoelectric power uses. In comparison, hotel water use attributable to tourism made up less than.04% of the total (Solley, 1997).

Stream Quality

Recreational boating, some cruise industry activities, and the building and maintenance of tourist infrastructure are all ways that the tourism sector affects water quality. Infrastructure for tourists puts further strain on already-existing sewage treatment facilities and may cause overflows during the busiest travel seasons. Leaching of nutrients from tourist waterfront residences' septic systems, accelerated eutrophication of neighbouring water bodies, and decreased dissolved oxygen levels are more gradual effects. The development of infrastructure and tourist attractions also leads to an increase in impervious surfaces, which in turn leads to more dirty runoff into water bodies. The release of the garbage into the water bodies with the minimal flushing, especially when it happens close to shellfish beds, is the most serious issue with recreational boating and water quality from the perspective of human health.

Typhoid fever, diarrhea, infectious hepatitis, and nonspecific gastroenteritis are among the illnesses that may be spread to people by contact with feces and/or consumption of infected shellfish (Seabloom, Plews, & Cox, 1989). Recreational boats and the cruise industry may also have spills and release of oil and other various harmful chemicals, though these effects are not always serious. 535 documented oil leak occurrences involving recreational vessels occurred in 1997, accounting for 6.8% of all the spill incidents in the U.S. waters. Even less, 1.6% of all spills in American waterways were the fault of the cruise industry (U.S. House of Representatives, Coast Guardand Maritime Transportation Subcommittee, 1998).

Air Purity

Autos are the primary source of air pollution associated with tourism (Andereck, 1993). Of all types of transportation, automobiles release by far the most of the carbon monoxide. In comparison to 1.7 of the million short tons from the recreational marine vehicles and 1 million from the airplane, they released 26 million short tons of carbon monoxide in 1997. (U.S. Environmental Protection Agency[EPA],1998, December). Although specific data on tour bus

emissions was unavailable, all heavy-duty diesel vehicles—of which most tour buses are—emitted 1.4 million short tons of emissions in 1997.

Fragmentation and Alteration of Habitat and Ecosystems

Infrastructure for tourists, tourist activities, recreational watercraft, and the cruise industry can all harm ecosystems and the environment. Aquatic vegetation can be harmed by recreational and cruise ships when they run aground or by their propellers cutting it. For the construction of the tourist-related infrastructure, which includes the airports, highways, and the marinas, wetland areas have been devastated (Andereck, 1993). For instance, during the 1960s, nearly 700 acres of wetlands in Jamaica have been destroyed for tourism development (Bacon, 1987). Tourists can harm ecosystems by littering, trampling coral and vegetation, and damaging them while snorkeling and trekking. Damage of this kind builds up over time. While one or two tourists might not inflict any noticeable harm, hundreds over time can do serious harm.

Wildlife Effects

Building and maintaining tourist infrastructure as well as engaging in tourist activities can have a negative impact on wildlife. The after effects from the tourism can be direct, such as when the development limits particular of the wildlife's migratory range in mountain resorts, or indirect, like when marine turtles become disoriented by car headlights and resort lighting (Gartner, 1996). Tourist-related activities mostly damage wildlife by changing their eating and feeding habits as well as their habitat. Tourists' feeding of animals and garbage, which encourages wildlife to forage for food, both directly and indirectly change the eating patterns of animals (Mathieson & Wall, 1982). Because of tourists' trampling as well as the use of the off-road motor vehicles, wildlife habitat is disrupted (ORVs).

Policy Repercussions

The fragmented character of the tourism business makes it difficult to implement comprehensive, integrated regulation that covers every area of the sector, as shown by the regulatory framework that was previously mentioned. The fragmented character of the tourism sector has diffuse effects that are governed by several federal, state, and municipal entities. Additionally, issues with the imposition as well as the compliance which makes it a particularly challenging to control tourist activity. Due to these factors, educational initiatives appear to be more effective than regulatory ones in reducing many of the environmental effects of tourism that are not currently controlled. When there are no regulations in place, education can be utilized to support those that already exist and to promote environmentally responsible behaviour.

Traffic and Visitor Congestion

Many tourist attractions experience visitor and traffic congestion, and national parks are particularly affected by this issue. Each year, more than 2.4 million individuals travel to Zion Canyon, with 50 percent of them driving through the park. 2,000 automobiles may be in the canyon corridor on a hot day, causing congestion, air pollution from vehicle emissions, and harm to nearby plants. The park plans to introduce a shuttle system in 2000 in order to help solve this issue. This system may increase the number of visitors to the park even while it is anticipated to lessen some of the consequences of traffic and offer a higher-quality experience. The best way to manage the number of personnel will then be the next management challenge.

Boating for recreation

The throwing of the sewage into the bodies of the water with very limited flushing capacity or close by shellfish beds is the main issue affecting recreational boating and the quality of the water. Pathogens that are harmful to human health and can contaminate shellfish are present in sewage (faecal coliform is utilized as a pathogen count indicator). Typhoid fever, diarrhea, infectious hepatitis, and nonspecific gastroenteritis are among the illnesses that may be spread to people by contact with feces and/or consumption of infected shellfish (Seabloom, et al., 1989).

Hiking, Snorkelling and Diving

The majority of studies examining how visitors affect vegetation are connected to camping, horseback riding, hiking, off-roading, and mountain biking (Nepal & Way, 2007; Newsome, Cole, & Marion, 2004; Pickering & Hill, 2007; Turton, 2005).

Numerous tourist activities take place in delicate habitats like coral reefs. While snorkelling and diving by themselves do not significantly harm the environment, unintentional connected behaviors, like stomping on coral, can. The most troublesome aspect of such actions is the cumulative nature of the damage. A few tourists might not do much damage, but hundreds of them over time might seriously destroy an ecosystem. Due to the market for souvenirs, tourism has an impact on coral reefs as well.

Indigenous Species

Another potential negative effect of the cruise industry on the environment is the introduction of non-native species through ballast water discharge. Over 130 non-native species have been introduced to the Great Lakes since 1800, with over a third believed to have been transported by ships, according to the Council on Environmental Quality. However, it is impossible to tell how many of those ships were cruise ships. Because they can mess with the ecosystem's food chain and jam the intake pipes of power stations and water treatment facilities, introduced species are problematic (EPA, 1996). These issues have been acknowledged by the International Maritime Organization, which has issued rules to reduce the movement of organisms (available on line at www.imo.org).

Conclusion

Through increased local involvement in the creation and execution of plans for local community development and resource management, it is a tool for supporting local community organizations in resource management.

In addition to the massive mainstream tourism business, community-based tourism has created new opportunities for local decision-making to drive development and earn income. Community members provide services to the guest while also taking control of the monitoring and protection of the local resources from deterioration. This kind of tourism supports social empowerment and gives special recognition to the underprivileged or poor. In addition, community tourism allows the traveler to connect closely with locals to receive a more direct social and cultural experience than does mainstream tourism.

REFERENCES

M.Alvani and S. Dehdashti, "Fundamentals of Tourism", Foundation for the Oppressed, Tehran, (1994).

M.H. PapaliYazdi and M. Saghayei, "Tourism: Nature and Concepts", SAMT Publications, Tehran, (2006).

MVB Reddy, "Chromium Induced Blood Biochemical Alterations in *Cyprinus carpio*" Research Journal of Pharmaceutical, Biological and Chemical Sciences., vol. 8, no 2 (2017), pp. 1799-1807.

Agency for Toxic Substances and Disease Registry (ATSDR). "Toxicological Profile for Chromium. Atlanta", U. S. Department of Health and Human Services, (2000).

M.V.B. Reddy, P. Sasikala and T. Monika, "Investigational Study on Sodium Arsenite Toxicity on Selected Biochemical Parameters in *Cyprinus Carpio*", International journal of advanced scientific and technical research., vol. 3 no.4, (2013), pp. 324-331.

M.V.B. Reddy, P. Sasikala and T. Monika, "Study on Fluoride Effect on Hippocampus in Adult Swiss Albino Rats", International journal of advanced scientific and technical research., vol. 3 no.4, (2013), pp. 303-308.

T. Monika, M.V.B. Reddy and P. Sasikala, "Sodium Arsenite- Induced Male Reproductive Toxicity in Rats" International journal of advanced scientific and technical research., vol. 3 no.4, (2013), pp. 296-302.

M.V.B. Reddy and P. Sasikala, "Study on effect of sodium selenite on physiological and haematological alterations in mice", International journal of advanced scientific and technical research., vol. 3 no.2, (2013), pp. 528-548.

M.V.B. Reddy, S.D. Sudheer, P. Sasikala, P.S. Reddy, S.H. Reddy and A. Karthik, "Transplacental and Lactational Exposure of Mice to Arsenic: Effect on Body and Organ Weights with Special Reference to Male Reproductive Organs" Journal of Reproduction and Infertility., vol. 3 no. 1, (2012), pp. 17-21.

M.V.B. Reddy, P. Sasikala, A. Karthik, S.D. Sudheer, L.N. Murthy, "Protective Role of Curcumin Against Arsenic Trioxide Toxicity During Gestation and Lactational Periods" Global Veterinaria., 2012; vol. 9, no. 3, (2012), pp. 270-276.

M.V.B. Reddy, P.S. Reddy, Y.V.K. Reddy, "Transplacental and lactational exposure of arsenic to mice: effect on Steroidogenic enzymes and hormones of male reproduction", International Journal of Toxicology Pharmaceutical Research., vol. 2, no. 4, (2010), pp. 95-98.

S. J. Page, P. Brunt, G. Busby and J. Connell, "Tourism: a modern synthesis", London, Thomson Learning, (2001).

Nor Hidayah Binti Che Jamin Abdul Hamid. Port Dickson sebagaipantapelancongan: kearahpelanconganmampan. Research Project. UniversitiKebangsaan Malaysia, (2004).

A. Lew and B. McKercher, "Modelling tourist movements: A local destination analysis", *Annals of Tourism Research*, vol. 33(2006), pp. 403-423.

Air Transport Association. (1997). Airlines and the Environment. In *Airline Handbook*(chap 9). [On-line]. Available: <http://www.air-transport.org/public/Handbook/CH9.htm>,

Allenby, Brad. (1997). Clueless. *The Environmental Forum* (Sept./Oct., pp. 35-37). Washington, DC: Environmental Law Institute.

Amaro, Belisa. (1999). Ecotourism and Ethics. *Earth Island Journal*, 14 (3).[On-line]. Available: www.earthisland.org/eijournal/fall99/dis_fall99ecotourism.html).

American Society of Travel Agents. (1995). *ASTA Travel Agent Manual*. Alexandria,VA: ASTA. [On-line]. Available: www.astanet.com.

Andereck, Kathleen L. (1993). The Impacts of Tourism on Natural Resources. *Parks and Recreation*, 28 (6), 26-32.

Ap, John & Crompton, John L. (1998). Developing and Testing a Tourism Impact Scale. *Journal of Travel Research* November, 37 (2), 120-130. Audubon Society. [On-line]. Available: www.audubon.org

Bacon, Peter R. (1987). Use of Wetlands for Tourism in the Insular Caribbean. *Annals of Tourism Research*, 14, 104-117.

Baltin, Bruce. (1994, September 23). Tourism: A Source of Revitalization and Development. *San Francisco Business Times*, 9 (4), 14B-18B.

Barnes, Elspeth S. (1973). Sewage Pollution from Tourist Hotels in Jamaica. *Marine Pollution Bulletin*, 4 (7), 102-105. Bosselman, Fred P. (1978). *In the Wake of the Tourist*. Washington, DC: The Conservation Foundation.

Becker, Jim. (1969). Look What Happened to Honolulu! *The National Geographic Magazine*, 136 (4), 500-531.

Beeh, Jenny E. (1999). Adventure vs. Ecotourism: Environmental Impact of So-Called Ecotourist Activities. *Earth Action Network, Inc.*, 10 (3), 46-48.

Bialkowski, C. (1991). Hotels Working Hard to Clean Up the Environment. *Convene: The Journal of the Professional Convention Management Association* (October, pp. 45-46).

Boo, Elizabeth. (1990). *Ecotourism: The Potentials and Pitfalls*. Washington, DC: World Wildlife Fund.

- Bosselman, Fred P. (1978). *In the Wake of the Tourist*. Washington, DC: The Conservation Foundation.
- Burr, Steven W. & Walsh, Jeffrey A. (1994). A Hidden Value of Sustainable Rural Tourism Development. *Trends*, 31 (1), 9-13.
- Bush, Melinda. (1989). Panel Analyzes Trends in the Evolving Agent-Hotelier Relationship. *Travel Weekly*, 48 (47), 25-30.
- Capaldo, Kevin, Corbett, James J., Kasibhatla, Prasad, Fischbeck, Paul & Pandis, Spyros N. (1999). Effects of Ship Emissions of Sulfur Cycling and Radiative Climate Forcing Over
- U.S. Department of Commerce. (1999). International Trade Administration, *Basic Statistics*. [On-line]. Available: <http://tinet.ita.doc.gov>.
- U.S. Department of Commerce, Bureau of the Census. (1996, July). *1992 Census of Service Industries: Hotels, Motels, and Other Lodging Places* (SC92-S-3).
- U.S. Environmental Protection Agency. (1999, April). *Evaluation of Air pollutant Emissions from Subsonic Commercial Jet Aircraft* (EPA 420-R-99-013). Washington, DC.
- U.S. Environmental Protection Agency. (1999). *Energy Star Buildings and Green Lights Partnership*. [On-line]. Available: www.epa.gov/buildings/esbhome.
- U.S. Environmental Protection Agency. (1999). *Water Alliances for Voluntary Efficiency Program*. [On-line]. Available: <http://es.epa.gov/partners/wave/wave.html>.
- U.S. Environmental Protection Agency. (1998, December). *National Air Pollutant Emission Trends Update: 1970-1997*. (EPA 454/E-98-007). Washington, DC.
- U.S. Environmental Protection Agency, Office of Compliance. (1998, October). *Sector Notebook Project: Air Transportation Industry* (EPA/310-R-97-001). Washington, DC.
- U.S. Environmental Protection Agency, Office of Air Quality. (1997, December). *National Air Pollutant Emission Trends, 1900-1996* (EPA-454/R-97-011). Washington, DC.
- U.S. Environmental Protection Agency, Office of Enforcement and Compliance. (1997, September). *Profile of the Water Transportation Industry: Sector Notebook* (EPA 310-R-97-03). Washington, DC.
- U.S. Environmental Protection Agency, Office of Air and Radiation. (1997, April). *Environmental Fact Sheet: Adopted Aircraft Engine Emission Standards* (EPA 420-F-97-010). Washington, DC.

U.S. Environmental Protection Agency, Office of Policy, Planning, and Evaluation.(1996, October). *Indicators of the Environmental Impacts of Transportation: Highway, Rail, Aviation, and Maritime Transport* (EPA 230-R-96-009). Washington, DC.

U.S. Environmental Protection Agency, Office of Air and Radiation. (1996, August).*Environmental Fact Sheet: Emission Standards for New Spark-Ignition Marine Engines* (EPA420-F-96-013). Washington, DC.

U.S. Environmental Protection Agency, Office of Water. (1994, August). *Protecting Coastal Waters from Vessel and Marina Discharges: A Guide for State and Local Officials; Volume One: Establishing No Discharge Areas Under Section 312 of the Clean Water Act.* (842-B-94-004). Washington, DC.

U.S. General Accounting Office. (1996). *National Park Service; Activities Within Park Borders Have Caused Damage to Resources* (Letter Report, 8/23/96, GAO/RCED-96-202). Washington, DC.

U.S. House of Representatives, Coast Guard and Maritime Transportation Subcommittee.(1998, July 15). *Testimony of Cynthia A. Colenda, president of International Council of Cruise Lines.*

U.S. National Park Service Steering Committee, National Park Service. (1992). *National Parks for the 21st Century.*

U.S. National Park Service. (1997). *Natural Resource Year in Review, Threats.* [On-line]. Available: www1.nature.nps.gov/pubs/.

U.S. Department of Transportation, Bureau of Transportation Statistics. (1997, October). *1995 American Travel Survey.* (BTS/ATS95-US). Washington, DC.

U.S. Department of Transportation. (1998). *National Transportation Statistics; Ch. 4: Transportation, Energy and the Environment.* Washington, DC. [On-line]. Available: www.bts.gov/btsprod/nts/ch4

Vignola, Margo L. & Krutick, Jill S. (1990, February). *The Lodging Industry in the 1990's: Confronting Crowded Markets.* Salomon Brothers.

Wagner, Grace. (1996). A Work in Progress: Hotels' Environmental Programs. *Lodging Hospitality*, 52 (12), 59-61.

Wang, Chih-Yung & Miko, Paul S. (1997). Environmental Impacts of Tourism on U.S. National Parks. *Journal of Travel Research*, 35(4), 31-36.

Wheeler, Marion. (1995). Tourism Marketing Ethics: An Introduction. *International Marketing Review*, 12 (4), 38-49.

- Whitley, Robert. (1998). *The Changing Face of U.S. Tour Operators*. [On-line]. Available: <http://travelpress.com/ctp/issues/1998-07-27/perspect.html>
- Whitman, David. The Grand parking Lot? Parking Situation at the Grand Canyon. (1999, June 21). *U.S. News and World Report*, 126 (240), 18-21.
- Willard, Beatrice E. (1980). Dune-Busting: How Much Can Our Beaches Bear? *SeaFrontiers*, 26, 322-330.
- Willard, Beatrice E. and John W. Marr. (1970). Recovery of Alpine Tundra Under Protection After Damage by Human Activities in the Rocky Mountains of Colorado. *Biological Conservation*, 3(3), 181-190.
- Woodring, Jeannie. (1994). Ecotourism: Exploring the Last Frontier of Travel. *Alaska Business Monthly*, 10 (5), 50-56.
- World Airline News. (1999, May 14). *Industry Briefs*. World Travel and Tourism Council, *Tourism and Environment in European Countries, Council of Europe*. [On-line]. Available: <http://www.wttc.org/EcoData.nsf/6dc81efc>
- World Travel and Tourism Council Launches 'Green Globe' Initiative. (1994, September) *Business and the Environment*, 5 (9). World Travel and Tourism Council. [On-line]. Available: www.wttc.org. World Wildlife Fund. [On-line]. Available: www.worldwildlife.org.
- Yee, Jordan G. (1992). Ecotourism Market Survey: A Survey of North American Ecotourism Operators. San Francisco: The Intelligence Centre, Pacific Asia Travel Association.
- Binoj Ravindran Nair, Dr, et al. "Covid-19 Pandemic: Impact On Surgical Training And Trainee Perception: Need For Introspection And Strategy Change." *International Journal of Medicine and Pharmaceutical Sciences (IJMPS)* 10 (2020): 1-10.
- Nguyen, Dongthi Thao, and Thu Chung Kieuthi. "New trends in technology application in education and capacities of universities lecturers during the Covid-19 pandemic." *International Journal of Mechanical and Production Engineering Research and Development (IJMPERD)* 10 (2020): 1709-1714.
- Patel, Prakashkumar Hasmukhbhai, et al. "Government Response to Contain the Outbreak of Covid-19 with Special Reference to Public Transportation System in India." *International Journal of Mechanical and Production Engineering Research and Development (IJMPERD)* ISSN (P): 2249-6890.
- Singh, Neha, et al. "Awareness Towards Covid-19 Pandemic among Farm Women and its Technological Strategies." *International Journal of Agricultural Science and Research (IJASR)* 10 (2020): 151-158.

Chandra, Geetanjali Ramesh. "Halal tourism; a new goldmine for tourism." *International Journal of Business Management & Research* 4.6 (2014): 45-62.

Pranjal, Kumar, and Mishra Ashutosh. "Tourist perception towards Jharkhand; a district-wise study." *International Journal of Sales & Marketing Management Research and Development* 5.3 (2015): 9-24.