Safety and Preference in Domestic Transport Services and Travel Destinations among Civil Servants in Enugu State, Nigeria

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Abstract

This study sought to examine the relationship between safety and the choice of domestic transport services and travel destinations focusing on civil servants in Enugu state, Nigeria. A total of 150 respondents were sampled for the study using simple random sampling. Collated data was analysed using inferential statistics. Also, Pearson Correlation research design was used to establish the relationship between closely related variables. The study revealed that civil servants choose air travel the most, followed by sea travel and then road travel, with a significant relationship between safety and preference for domestic transport services in Nigeria. Also, the scale measuring destination preferences showed that they prefer Port Harcourt more for vacations, followed by Lagos, and Abuja. In conclusion, this study recommends significant improvement on tourism infrastructures and safety solutions to enhance domestic travels across Nigeria to improve the opportunities for the tourism industry.

Keywords: Safety; domestic transport services; travel destinations; civil servants; tourism infrastructures; sustainable tourism

1. Introduction

Despite its economic contributions to national development, the tourism industry has struggled with the issues of safety and security (Olorunfemi, Oluwole & Olorunfemi, 2017). The safety and security in the tourism industry has been identified as one of the forces causing changes in the sector in the new millennium (Breda and Costa, 2006; Freyer and Schroder, 2007; Edegell, Delmasho, Smith, & Swanson, 2008; Tarlow, 2009a). This is not peculiar to any nation or geographical spread. Seabra and Kastenholz (2018) note that travel safety is a critical issue for most tourists, while safety in both tourist destinations and tourism generation regions, are among the major considerations while making travel and destination choices (Seabra & Kastenholz, 2018). Geopolitics, terrorism, uncontrolled epidemic spread, data sharing, and security are the major threats to the travel and tourism industry on a worldwide scale. Safety issues and considerations are not only peculiar to tourists but also to members of the host community, developers, agencies and other tourism stakeholders

Moreso, Bianchi and Pisonero (2015) infer that safety and security are well established as important factors influencing tourists' choice of travel destination. The means of transport services and transport route selection by the service user have great significance when it comes to choosing a destination (Kovacic & Miloseric, 2016). Safety has always been an indispensable condition for travel and tourism (Margareta, et al, 2020). To this end, the study was motivated by the prevalence of safety in travel and destination choices in the tourism industry, to examine the relationship between safety and choice travel destinations among civil servants in Enugu State, Nigeria; and the relationship between safety and choice of transport services among the same study group. It is expected that the result of the study would establish the relationship between safety and choice of travel destination and transport services. In the end, this result would have guided further studies in understanding the actual position of safety in tourism as it pertains to patronage at tourist destinations and transport services modes among civil servants.

The study area is one of the five states in the South East geo-political Zone of Nigeria. Enugu State has 17 local government areas and shares state borders with Abia and Imo to the south; Ebonyi to the east, Benue to the northeast, Kogi to the northwest and Anambra State to the west. Figure 1 below is the Map of Enugu state, showing the 17 local governments and neighboring states.
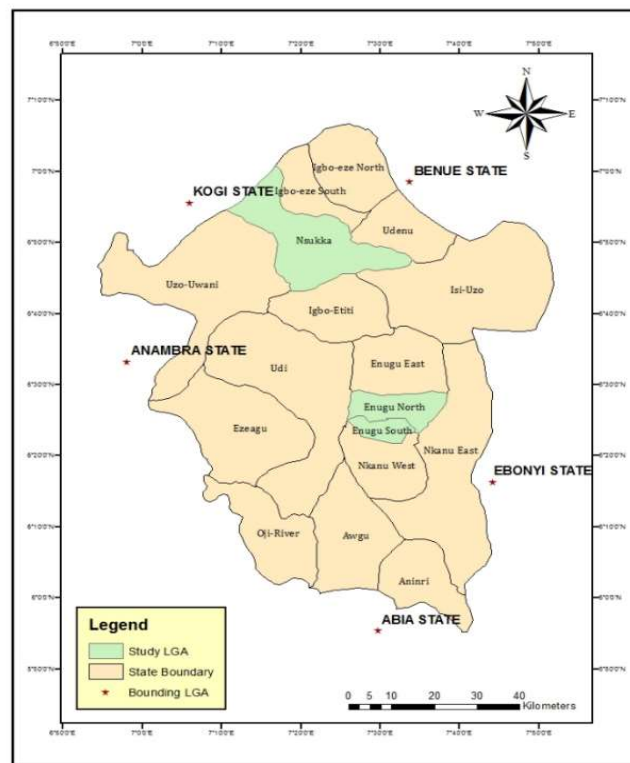

Fig 1: Map of Enugu State showing the three study areas of Nsukka, Enugu North and Enugu South local governments.

(Source: Enugu State Urban and Regional Planning, 2022).

2. Literature Review (Section Heading)

2.1 Conceptual Literature

Conceptual literature is a "critical component of the research process that provides an in-depth analysis of recently published research findings in specifically identified areas of interest." (House, 2018, p. 109). It focuses more on the clarification of key concepts in the study with a view to establishing working definitions of these key concepts. For instance, safety is defined as the state of being away from hazards caused by natural forces or human errors randomly. This sort of hazard is formed by natural forces and/or human errors (Selcuk, 2015). More so, Safety is the protection of people from physical injury, e.g., cuts, crush, amputation, loss, etc. It also refers to a location or object having an acceptable degree of freedom from risk (Nebosh, 2020). In addition, Afnan (2019) notes that safety is the state of being safe, the conditions of being protected from health and economical losses, physical damage through accident, error, harm or other types of consequences of failure. Safety is the state of being safe from or unlikely to present a risk of harm. For the purpose of this study, the definition of safety by Afnan (2019) is found more suitable. Safety is seen as the state or perception of being safe from possible risks and other hazards within a given space, at a particular time, by either human or non-human factors.

Moreover, domestic transport service is seen as local travels within a given geographical location (Nwankwo, 2017). Transportation service is seen as the movement of goods and services, people, and animals from one location to another by rail, road, air, sea, cable, space, or pipeline. Transportation services can be divided into three different areas: infrastructure, vehicles, and operations. Transportation propels contact and communication between market elements (Corlett, 2019). Domestic transport is the movement of goods or people within the national borders of a country. This means that the movement either by air or land occurs within the country (Salcedo, 2022). From these definitions, domestic transport services can be defined as the movement of people, groups, or commodities and services from one geographic area to another via land, water, air etc, within a given geographical location.

Travel destination was another critical concept used in the study. According to WTO (2013) in Caroline (2013), a destination is a unique place where a visitor spends one or more nights, with different degrees of purposes ranging from business, leisure, sightseeing, education, relaxation, VFR, etc. As noted by Yeong, et al (2006) travel destination is an area, place or site where tourist/travellers visit for natural, cultural or educational purposes. Travel refers to the activity of travellers, and a traveller is someone who moves between different geographic locations, for any purpose and ascertain duration. (UNWTO, 2010). Travel destination is the actual arrival point for any traveller. It is the geographical boundary that hosts the traveller while on a trip.

2.2 Empirical Literature

The literature has contributed significantly to the understanding of the basic argument in this study. For instance, Richard, Lorenzo and Gang (2018) investigated the psychological process of travel destination choice. The emphasis was on how motivation and personality affect the choice of trip destination. The study was centered on the premise that people with different purposes tend to choose different travel destinations. Also, Olusola and Babatola (2021) investigated visitors' preferences for tourist destinations. The study aims to pinpoint the driving forces behind travelers' decisions to travel to either a region with a strong cultural or natural heritage. The study revealed that travelers' are more drawn to Lagos than other states in Nigeria by nature (pull) and the choice for their destinations is driven by the culture of the destination (push). The findings of the study indicate that individuals like visiting nature-based destinations over culture-based ones, even though the majority of the things found in nature-based destinations may also be found in cultural destinations. In addition, Herindiyah (2020) conducted an analysis of domestic tourist travel preferences during the post-covid-19 pandemic. He revealed that the majority of travelers' preferences depend on the kind of lodging, the kind of traveler preferred, and the

appropriate price assigned to a particular good or service, including the mode of transportation to be taken into account, etc.

Also, Andi and Faurani (2019) in their study, observed a high rate of foreign choice in choosing tourist destinations. They infer that tourist/travelers are confronted with financial and time constraints which are one of the problems of consumers' preferences. Their results further show that the decision to make a choice of travel destination depended on some variables such as safety, hospitality, comfort, security, friendliness, accessibility, facilities etc. More so, Jonas (2018) studied the frequency of travel and their preferred travel mode, and note that people's preferences for travelling by cars, buses, aircraft, sea boats, etc., have a significant impact on their satisfaction with their trips and choices. Once more, travelers who used their preferred method of transportation reported having a better vacation than those who didn't. he concluded by noting that the highest level of travel satisfaction is achieved when people are happy with their choice of transportation. Travel satisfaction is based on the level of travel choice. In a related study, Tamas, et al (2015) examined the change in the preferred mode of transportation in order to examine passengers' preferences, and note that travelers take into account the cost of the service (especially with airplanes) and whether the cost is justified by the value received by the passenger.

Furthermore, Joel, et al. (2019) investigated regional characteristics of public transportation and how they affect customers' satisfaction, demand, and choice. The findings demonstrate that due to small regional distances, public transportation preferences are only shared among local travelers. As a result, wasted time and probable delays make up significantly smaller amounts of the overall trip time for people who commute across vast distances. In a related study, Jaime, et al. (2021) focused on how travelers' choices for public transportation alternatives are impacted by reliability. He noted that most of the time, travelers select their method of transportation while in route to a destination, meaning that the choice may not have been made originally, but motivated by circumstances during the trip. Also, Sven and Bente (2018) are of the opinion that some factors within the destination control travelers' preference for mode of travel. They identified security issues, availability of transportation and hospitality facilities, cost, and time factor, as among these factors (Sven &Bente, 2018). In addition, Jensen (2016) in his study infer that destination perception and social trust, including perceived risk factors, business motives, influence the choice of travel mode and destination. More so, Deng and Herderson (2022) note that cost factor is one of the integral motivators for the choice of travel mode in China. In their study, they discovered that residents' choice of high-speed rail (HSR) in China was as a result of high cost of air transportation.

In conclusion, these studies motivated the current study to extend a similar study to Enugu State of Nigeria to establish the relationship between safety and preference for travel mode and destination among civil servants.

3. Methodology

Pearson Correlation research design was used in the study. This research design helped the study to establish a relationship between closely related variables. Pearson correlation measures the existence (given by a p-value) and strength (given by the coefficient r between -1 and +1) of a linear relationship between two variables. Also, Spearman Rank Order Correlation was used in testing the hypothesis to know the relationship between the variables in the study. Spearman Rank Order Correlation was also used to measure the strength and direction of association between two ranked variables (Aryan, 2022). More so, the study used a quantitative research method that places emphasis on numbers and figures in the collection and analysis of data. The Pearson correlation research approach was used to collate data through questionnaires. The questionnaires were the major research instrument that was used for the study. It provided a guide on the mode of transport services scale and destination preferences scale with 22 items in each of the two tables.

For the study population, Local government civil servant statistics in the statistical bulletin (2022) indicates that as of 31stOctober2022, there were 510,082 headcount employees and 478,090 full-time equivalent (FTE) employees in Enugu State. This puts the study population at 988,172. However, while the cluster sampling method was used to sample three local government areas of Nsukka, Enugu North and Enugu South, a simple random technique was used to arrive at a sample size of 150. To this end, 150 questionnaires were distributed within the three local governments in the study area and only 136 were returned for analysis. However, a quantitative method using Pearson correlation for data analysis and Spearman Rank Order Correlation for testing hypothesis were utilized to analyze the data collated from the field through questionnaires from the study locations. The strength and direction of the relationship between the two ranked variables were quantified using the Spearman Rank correlation coefficient. It simply gives a measurement of how monotonically, or how well a monotonic function can reflect a relationship between two variables. It helped in giving a more detailed explanation of how safety and preferences for domestic travel destination and transport services in Nigeria were necessary, hence they can be used to gauge the effect that government employees have on the tourism industry.

For the hypothesis, the mean was used in testing for the mode of transport safety and preference of vacation destination hypotheses. The mean is the average of the most common value in a collection of numbers. The Pearson product-moment correlation coefficient (or Pearson correlation coefficient, for short) and spearman Rank order Correlation was used to test for the relationship. This is a measure of the strength of a linear association between two variables and is denoted by r. Basically, a Pearson product-moment correlation attempts to draw a line of best fit through the data of two variables, and the Pearson correlation coefficient, r, indicates how far away all these data points are to this line of best fit (i.e., how well the data points fit this new model/line of best fit).The Pearson correlation coefficient, r, can take a range of values from +1 to -1. A value of 0 indicates that there is no association between the two variables. A value greater than 0 indicates a positive association; that is, as the value of one variable increases, so does the value of the other variable. A value less than 0 indicates a negative association; that is, as the value of one variable increases, the value of the other variable decreases. The stronger the association of the two variables, the closer the Pearson correlation coefficient, r, will be to either +1 or -1 depending on whether the relationship is positive or negative, respectively. The basic assumptions guiding the use of the statistical method were met by the data set (e.g., two variables have to be measured on either an interval or ratio scale) which of course the data for the current study was measured on an interval scale.

4. Results

The frequency table of the questionnaires was collected from three local governments namely: Nsukka local government, Enugu North and Enugu south respectively.

4.1 The relationship between safety and choice of transport services in Nigeria among civil servants in Enugu state.

Table 1: Mode of transport and safety scale

Item statement	Mode of transport	N	Mean	Std. Deviation
Item1: I experience anxiety travelling by road	Mode of transport safety scale by road (MTSSR)	136	1.43	1.433

Item2: Common Road transport is safer	mode of transport safety scale by road 2 (MTSSR2)	135	2.83	1.352
Item3: Travelling by air is more comfortable	Mode of transport safety scale by Air (MTSSA)	136	2.90	1.264
Item4: I have a relaxed mind going by sea	Mode of transport safety scale by sea (MTSSS)	135	2.21	1.513
Item5: I prefer to go by airplane because it is safer to go by air	Mode of transport safety scale by Air 2 (MTSSA2)	135	2.50	1.520
Item6: For safety, I travel with my personal car	Mode of transport safety scale by Air Road 3 (MTSSAR3)	136	2.71	1.310
Item7: Traveling by sea is more comfortable	Mode of transport safety scale by Sea 2 (MTSSS2)	136	2.20	1.381
Item8: I choose to go by road due to cost implications	Mode of transport safety scale by road 4 (MTSSR4)	136	3.24	1.015
Item9: I prefer travelling by sea	Mode of transport safety scale by Sea 3 (MTSSS3)	136	2.56	1.321
Item10: I prefer travelling by air	Mode of transport safety scale by Air 3 (MTSSA3)	136	2.72	1.263
Item11: Air transport service is more safe	Mode of transport safety scale by Air 4 (MTSSA4)	134	2.75	1.300
Item12: Traveling by air is the best option I have taken so far	Mode of transport safety scale by Air 5 (MTSSA5)	136	2.35	1.488
Item13: I am afraid of plane clash therefore I go by road	Mode of transport safety scale by road 5 (MTSSR5)	136	2.48	1.393
Item14: It is easier, less stressed and more durable going by air	Mode of transport safety scale by Air 6 (MTSSA6)	136	2.84	1.266
Item15: Travelling by sea is the best and cheaper	Mode of transport safety scale by Sea 4 (MTSSS4)	136	2.41	1.422
Item16: it is easier and less stressful going by road	Mode of transport safety scale by road 6 (MTSSR6)	136	2.38	1.471
Item17: There is a possibility of higher risk going by sea	Mode of transport safety scale by Sea 5 (MTSSS5)	135	2.49	1.434
Item18: I choose to go by air for relaxation and comfort	Mode of transport safety scale by Air 7 (MTSSA7)	136	2.67	1.361
Item19: Traveling by sea is the best for one's comfort	Mode of transport safety scale by Sea 6 (MTSSS6)	136	2.28	1.370

Item20: I prefer to go by air for security reasons	Mode of transport safety scale by Sea 8 (MTSSS8)	135	2.87	1.307
Item21: I choose to goby sea for memories it creates	Mode of transport safety scale by Sea 7 (MTSSS7)	136	2.61	1.194
Item22: I feel relaxed and relieved going by air.	Mode of transport safety scale by Air 9 (MTSSA9)	136	2.76	1.390
	Valid N (Listwise)	129		

(Source: Field survey, 2022).

In Table 1, the mean and the standard deviation of the ratings from the mode of transport safety scale from three local governments indicate that local government workers prefer air transport the most, followed by sea transport and lastly road transport. This indicates that both male and female respondents agree with the statement of the items in the research objective one. However, there is significant evidence that these domestic transport preferences were majorly driven by safety, time, income and opportunity, with safety and available income being the more considered factors.

4.2 Testing of hypothesis 1

HO: there is no significant relationship between safety and preferences for domestic transport services among civil servants in Enugu state.

Table 2: The total of Respondents in the three local government areas

	N	Minimum	Maximum	Mean	Std. Deviation
T. Road	135	6.00	23.00	15.0889	3.36680
T. Air	132	6.00	36.00	24.3409	524780
T. Sea	134	4.00	28.00	16.7388	4.85725
Valid N (Listwise)	129				

(Source: Field survey, 2022)

Table 2 above shows the testing of the hypothesis of the three local governments from research objective one (1), that safety and choice of domestic transport services have a significant relationship among the study populations. This implies that the null hypothesis was rejected. Hence there is a considerable significant relationship between safety and choice of transport services among civil servants in Enugu state. The result is also represented in the pie chart in Figure 2 below.
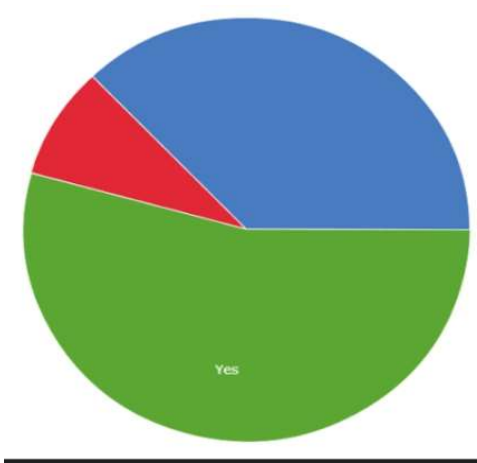
Fig 2: A Pie Chart Representing Transport services such as Air, Sea and Road in the three local government

(Source: Field Survey, 2022)

4.3 The relationship between safety and choice of travel destinations in Nigeria among civil servants in Enugu state

Table 3: Safety and Destination Preferences Scale

Item statement	Destination preferences scale	N	Mean	Std. Deviation
Item1: I prefer travelling to Kano for comfort	Destination preferences scale for Kano (DPSK)	136	1.72	1.484
Item2: I am comfortable travelling to Lagos due to safer road routes	Destination preferences scale for Lagos (DPSL)	136	3.04	1.131
Item3: I choose to traveling to port Harcourt for enjoyment	Destination preferences scale for Lagos 2 (DPSL2)	136	2.76	1.385
Item4: Lagos is safer and more comfortable to travel to	Destination preferences scale for port Harcourt (DPSP)	136	3.05	1.063
Item5: I choose to travel to port Harcourt for relaxation	Destination preferences scale for port Harcourt 2 (DPS2)	135	2.79	1.282
Item6: I prefer travelling to Abuja for a good travel experience it's creates	Destination preferences scale for Abuja (DPSA)	136	2.67	1.317
Item7: I prefer travelling to Lagos to ease off stress from the workload	Destination preferences scale for Lagos 3 (DPSL3)	135	2.64	1.313
Item8: Traveling to Abuja is the best option for enjoyment during vacation	Destination preferences scale for Abuja 2 (DPSA2)	136	2.51	1.322
Item9: Traveling to port Harcourt is good for relaxation during the weekend	Destination preferences scale for port Harcourt 3 (DPSP3)	136	2.68	1.376
Item10: There is a high risk of travelling to Kano due to the safety of one's life	Destination preferences scale for Kano 2 (DPSK2)	136	1.57	1.433

Item11: I actually have a relaxed mind travelling to port Harcourt	Destination preferences scale for port Harcourt 4 (DPSP4)	134	2.66	1.286
Item12: I choose travelling to Abuja for leisure	Destination preferences scale for Abuja 3 (DPSA3)	136	2.72	1.365
Item13: I prefer travelling to Lagos for fun and enjoyment after a stressful workload from the office	Destination preferences scale for Lagos 4 (DPSL4)	136	2.46	1.439
Item14: Traveling to port Harcourt is best due to its natural atmospheric conditions	Destination preferences scale for port Harcourt 5 (DPSP5)	136	3.18	1.090
Item15: I prefer travelling to Kano during work leave for relaxation	Destination preferences scale for Kano 3 (DPSK3)	136	2.27	1.508
Item16: Abuja offers a new and good travel experience	Destination preferences scale for Abuja 4 (DPSA4)	136	2.83	1.280
Item17: Lagos offers a beautiful atmosphere for leisure and shopping	Destination preferences scale for Lagos 5 (DPSL5)	136	2.54	1.366
Item18: I choose to travelto port Harcourt whenever I am on leave	Destination preferences scale for port Harcourt 6 (DPSP6)	136	2.64	1.370
Item19: Traveling to Lagos is fun during vacation	Destination preferences scale for Lagos 6 (DPSL6)	135	2.33	1.490
Item20: I experience anxiety travelling to Kano	Destination preferences scale for Kano 4 (DPSK4)	136	1.85	1.475
Item21: I choose travelling to port Harcourt for sightseeing	Destination preferences scale for port Harcourt 7 (DPSP7)	136	2.69	1.226
Item22: I feel comfortable, relaxed and relieved travelling to Abuja	Destination preferences scale for Abuja 5 (DPSA5)	136	2.98	1.279
	Valid N (Listwise)	131		

(Source: Field survey, 2022)

According to Table 3 on Destination Preferences Scale above, item DPSP5 and item DPSP have the highest means respectively. The results, however, showed that items DPSK and DPSK4 had the second- and third-lowest mean ratings respectively. This indicates that for comfort and relaxation while away from work, government workers prefer to travel to Port Harcourt, and for any reason, they least want to travel to Kano, as evidenced by items 1 and 20 in the table above. This demonstrates that they concurred with the items in the second research objective. From this result, it is evident that safety as a factor does not play a significant impact in the choice of travel destinations among civil servants in Nigeria. The drive is more on the purpose of the visit and the availability of leisure time.

Table 4: Testing of hypothesis 2**:**

H0: There is no significant relationship between safety and preferences for travel destinations in Nigeria among help civil servants.

	N	Minimum	Maximum	Mean	Std. Deviation
T. Kano	136	1.00	15.00	74.118	2.79542
T. Lagos	134	6.00	24.00	15.7836	3.95342
T. Port	133	10.00	28.00	19.6466	3.44039
T. Abuja	136	4.00	20.00	13.7059	3.18124

Valid N (Listwise)	131				

(Source: Field survey, 2022).

In Table 4, the mean and the standard deviation of destination preference scale indicate that they prefer going for a vacation in Port Harcourt the most, followed by Lagos and Abuja, while Kano is the least preferred vacation destination. This demonstrates that the independent variables supported the null hypothesis. The idea that civil servants or government personnel prefer travelling to Port-Harcourt, Lagos, and Abuja over Kano, which is the least desired, has been tested and proved using Spearman Rank Order Correlation. In the end, the null hypothesis was accepted; hence the safety factor plays a less significant impact on the choice of destination among the study population. This is also represented in a pie chart. See Figure 3 below:
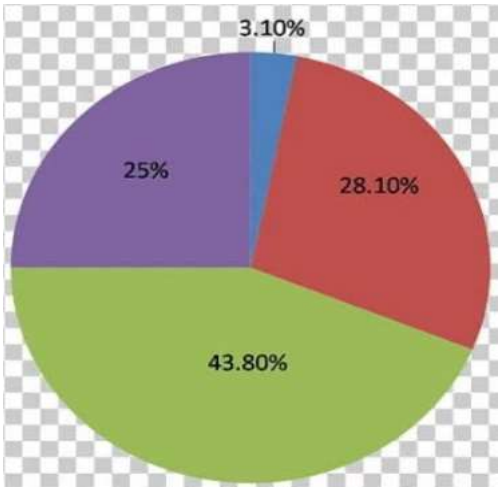

Fig 3: A Pie Chart Representing Travel Destination such as Port-Harcourt, Lagos, Abuja and Kano in the three local government. (Source: Field Survey, 2022)

Table 5: Pearson Correlation

	Gender	Age	Marital status	Number of children	Length of services	Road	Air	Sea	Kano	Lagos	Port	Abuja
Gender												
Age	-.092											
	.289											
	136	136										
Marital status	-.047	-.003										
	.589	.970										
	136	136	136									
Number of children	.016	.154	-.153									
	.856	.000	0.75									

	136	136	136									
Length of services	-.044	.788**	-.078	.391**								
	.614	.000	.368	.000								
	136	136	136	136	136							
T. Road	0.18	.172*	-.065	.211*	0.18							
	.840	.046	.454	.014	.840							
T. Air	135	135	135	135	135	135						
	-00.2	-.264	-.124	-.099	-.139	-.165						
	.980	.002	.158	.260	-.111	.065						
	132	132	132	132	132	131	132					
T. Sea	-.104	-.032	.055	-.106	-.202*	.229*	-.114					
	.230	.715	-525	.224	.019	.008	.195					
	134	134	134	134	134	133	130	134				
T. Kano	.024	.108	-0.35	.235**	-.006	.117	-111	.096				
	.779	.212	.690	.006	.947	-.176	.204	.271				
	136	136	136	136	136	135	132	134	136			
T. Lagos	-141	-008	.002	-.108	-.136	.032	.239**	-.020	.074			
	.105	.931	.984	213	116	.717	.006	.823	.395			
	134	134	134	134	134	133	130	132	134	134		
T. Port	-.081	-.157	-0.56	-.149	-.149	.029	.259**	.085	.085	.101		
	.355	.072	.525	.086	0.86	.743	.003	.335	.335	.249		
	133	133	133	133	133	132	129	131	133	131	133	
T. Abuja	.022	0.66	-0.49	.034	.043	.124	.107	.202*	.067	.147	.201	
	.796	.444	.567	.698	.619	.152	.223	.019	.438	.090	.020	
	136	136	136	136	136	135	132	134	136	134	133	136

(Source: Field survey, 2022)

**. Correlation is significant at the 0.01 level (2-tailed).

*. Correlation is significant at the 0.05 level (2-tailed).

Results in Table 5 show that gender and marital status did not significantly correlate with any of the variables. Age had a significant positive correlation with the number of children, length of service and road transport while it had a significant negative correlation with air transport. The number of children had a significant positive correlation with length of service, road transport and Kano. Length of service had a significant positive correlation with sea transport. Road transport had a significant positive correlation with sea transport. Air transport had a significant positive correlation with Lagos and Port Harcourt. Sea transport had a significant positive correlation with Abuja. Port Harcourt had a significant positive correlation with Abuja.

5. Discussions

One of the objectives of this study was to examine the relationship between safety and the choice of domestic transport services among civil servants in Enugu state. Data collated demonstrates that, on average, male and

female respondents preferred air travel the most, followed by sea travel and then road travel. This shows that the statements made about the items in the first of the research objectives are accepted by both male and female respondents. This demonstrates that the government employees favored flying over any other method of transportation to travel to their various destinations, while they gave the road their least favorite preference. The result further posits that there is a significant relationship between safety and preference for domestic transport services among civil servants. Safety is one of the focal factors for decision-making in that regard. This evidence bolsters Samuelson's claim that the majority of our choices are influenced by our routines and previous behavioral knowledge and expectations. It makes the claim that the emotive responses brought on by the potential choices are what ultimately influence our decision-making. It explores the foundations of individual decision-making, including how to recognize and quantify a person's preferences among a range of options and how to develop suitable preference representation functions for decision-making (James &Jianmin 2013). Instead of taking the road, they choose the air and the sea. Safety is obviously central in determining the directions of human behavior when making travel choices. This explains why the majority of cargo ships around the world have the inscription "Safety first" painted on their decks (Formela, Neumann & Werritrit, 2019). This was in agreement with the views of Olusola and Babatola (2021) who noted that safety consideration is a dominant factor in travelers' choice of transport facilities. This supported the assertions of Lorenzo and Gang (2018). These assertions have placed safety in the forefront of travelers' choices of transport facilities. However, other considerable factors like income, time and availability are equally important in this argument.

From the study, it was discovered that civil servants have more options when it comes to air travel because they thought that it was the safest means of transportation due to advancements in aircraft design, navigational systems, and air traffic management. However, it is difficult for government employees to feel fully secure while using air transport (Wong and Yeh, 2003). Before starting any journey, they consider accessibility and availability of the form of transportation based on safety precautions. This explains their huge trust in air travel. In the opinion of Starr (2001), operations management has to pay more attention to safety-related issues even though it has always been a crucial aspect of quality management. Given that safety is essential to human existence, it is important to exercise caution when selecting preferred modes of transportation (Maciej, 2017). However, the study has been able to establish a significant relationship between safety and choice of travel modes among civil servants in Enugu state and other parts of Nigeria. There is a high preference for air travel among other travel modes in Nigeria as a result of safety issues. However, it is deduced from the data of the study that civil servants greatly consider safety in their choice of transport services.

More so, another aspect of the study investigated the relationship between safety and choice of travel destinations in Nigeria. It identified the different destinations that civil servants enjoy visiting and determined whether doing so makes them feel at ease and satisfied. From the data collated, it demonstrates in Table 2 that items DPSP5 and DPSP have the highest means. Items DPSK and DPSK4 had the second- and third-lowest mean ratings respectively. This shows that government employees prefer to travel to Port Harcourt for comfort and relaxation when away from work, and they least wish to travel to Kano for any purpose, as shown by items 1 and 20 in table 2 above. Destination is one of the essential components of the tourism industry. It represents the image of a state, making it the key to evaluating the relationship between safety and choice of travel destinations among civil servants. Depending on what makes up a certain destination, people are motivated to visit destinations (Richard et al., 2018). Government employees take time off for leisure, pleasure, health, etc. Olusola and Babatola (2021) point out that there are specific elements that inspire or persuade someone to travel to a particular destination. The area's natural atmosphere or its cultural significance is what can draw tourists, travelers, government employees to a particular destination etc. A destination site must be taken into consideration when building the tourism sector. Researchers have argued that before a traveler or tourist embarks on a tour, a decision must be taken regardless of the previous history of such a destination site (Herindiyah, 2020). This decision affects

one's area of interest in travel with regard to safety. Some of the studies that were reviewed in the course of this study assert that there are many factors that motivate or discourage travels to destinations. Some of these factors were listed to include an opportunity for relaxation, income level, distance and frequency, safety among others (Jensen, 2016; Maciej, 2017; Nwankwo, 2017; Jonas, 2018; Afan, 2019).

However, the findings indicate that Port-Harcourt, Lagos, and Abuja are more popular travel destinations for civil servants than Kano. This is noteworthy because Karl, Birgit and Ritchie (2020) found that these civil servants' least preferred destination with crime, political unrest, the natural world, poor health, etc., records. This will make it easier to comprehend the various risk types and how each affects people's decisions and decide where to go. The decision people make regarding a trip is based on factors such as cost, accessibility, and travel convenience (Deng & Herderson, 2022). A destination's safety is also impacted by the number of tourists visiting it. When a tourist or traveler feels less protected, perceives threats, and risk image of the destination, he or she is less likely to visit such destination (Jensen, 2016). It is evident that public workers' or civil servants' patronage and satisfaction impact on the economic sustainability of Nigeria's tourist industry with necessary support from stakeholders, security agencies, standard organizations, tourism investors, park managers, and public policy developers. However, this study was able to establish that there is no significant relationship between safety and preference for travel destinations among civil servants. A critical engagement with other sources of data for the study has identified some other factors like time, opportunity, availability, income level, etc., to be in a considerable state with safety in preference for travel destinations. This study is not implying that safety is not among or least considered, but it is not the major consideration going by the data that was available for the study.

6. Conclusions

This study focused on understanding the relationship between safety and preference for domestic transport services and travel destinations among civil servants in Enugu State, Nigeria. Both primary and secondary data were collated for the study with the aim of establishing a significant relationship between safety and preference for domestic transport services. Despite the existence of other factors, safety was found to be significantly considered by civil servants while making choices for domestic transport services. The respondents' view and information from the literature established that these civil servants prefer using air transport to other domestic transport services since they believe it is associated with fewer safety threats (James &Jianmin, 2013; Olorunfemi, Oluwole& Blessing, 2017; Nwankwo, 2017; Jonas, 2018; Afan, 2019; etc.). By this, the study was able to establish that there is a significant relationship between safety and the choice of domestic transport services among civil servants in Nigeria.

More so, another aspect of the study was focused on the relationship between safety and the choice of travel destinations among civil servants in Nigeria. From the analysis of collated data, the study identified that there is a less significant relationship between safety and choice of travel destinations among civil servants. From the respondents, it was gathered that these civil servants consider safety and some other factors like availability of time and tourism destinations opportunity, income level, etc., with no special attachment to safety, while making choices of travel destinations in Nigeria. By this, safety was given a minor significant position in this relationship unlike in the case of domestic transport services. However, safety was not jettisoned completely as one of the major considerations while making choices for travel destinations in Nigeria. Jenson (2016), Jonas (2018), Margareta, et al. (2020), Karl et al (2020), Jaime et al (2021), among others, view safety as one of the central factors while making travel choices.

In conclusion, this study recommends reasonable and significant improvement on tourism infrastructures and safety solutions to enhance domestic travels and visits to destinations across Nigeria and in some other developing nations. This will improve the opportunities of the tourism industry for national development and reformation in the 21st century. This study has contributed to the existing knowledge and literature by giving a quantitative distribution of safety and preference for domestic transport services and tourist destinations in Enugu State, Nigeria. More so the result is a guide to policymakers, investors and other developers in the tourism industry in Nigeria and other Sub-Saharan African nations.

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