

**RECONSTRUCTION OF POST-WAR RUINED CITIES  
THROUGH TOURISM DEVELOPMENT  
CASE STUDY: KHORRAM-SHAHR, IRAN**

**SEYED MEHDI MIRISAEI**

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Name of Candidate: **Seyed Mehdi Mirisae**

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CASE STUDY: KHORRAM-SHAHR, IRAN**

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## ABSTRACT

Reconstruction of post-war ruined cities is one of the most important objectives for the public and governments, because the ultimate goal is to repatriate immigrants and to establish an ordinary life for new and former residents after the conflict. Communities that have experienced urban restoration in the past decade chose the tourism sector as a potential source of revenue, which subsequently contributes to urban reconstruction. Nonetheless, the potential of tourism development in the post-war reconstruction has been minimally investigated by researchers. Thus, the question on how to use post-war tourism potential to reconstruct ruined cities after war remains unclear.

This study focuses on tourism strategies in the reconstruction of the post-war city of Khorramshahr, Iran, which had significant urban destructions and the social changes to the city after eight years of conflict although had the prosperous background in tourism. Aspects of the research were on tourism strategies in the reconstruction of the post-war city based on the four main concepts that were derived from the literature review: government policy, architecture, urban fabric, and infrastructure. The sequential mixed method (qualitative and quantitative) was adopted to carry out this study.

The findings of this study highlighted: firstly, the important evidences to support the need to review the current tourism policy in Khorramshahr to build support of residents and to improve the flow of tourism benefits to them. Secondly, the Jame Mosque area and the river banks as post-war tourism have been the most relevant tourist attraction criteria in Khorramshahr.

Based on the above findings, this study offered some suggestions that: (a) the government roles should be revised to provide opportunities for the private sector and resident of Khorramshahr; (b) the attractions of new development that can work with the leisure tourism should be identified; and (c) the harbour plays an important role and its significance in the reconstruction process should be given due consideration. Significantly, this study provided the valuable reference materials to urban policy-makers, designers, architects, and tourism stakeholders from the study outcomes with regard to development of post-war tourism.

## **ABSTRAK**

Membangunkan semula bandar-bandar yang musnah akibat perang selepas tamat konflik merupakan salah satu objektif utama pihak awam atau kerajaan yang bertujuan untuk mengembalikan kehidupan biasa penduduk dan menghantar pulang pendatang atau pelarian ke tempat asal mereka. Kebanyakan komuniti yang berpengalaman dalam pemuliharaan bandar beberapa dekad lalu telah memilih sektor pelancongan sebagai sumber potensi pendapatan yang seterusnya boleh menyumbang kepada pemuliharaan bandar. Namun begitu kajian potensi pelancongan selepas tamat perang bagi bandar-bandar yang musnah tersebut sangatlah kurang di jalankan oleh penyelidik-penyelidik. Oleh itu, persoalan tentang bagaimana untuk menggunakan potensi pelancongan kepada regenerasi Bandar terutamanya bandar yang musnah akibat perang masih lagi tidak jelas.

Kajian ini memfokuskan kepada strategi pelancongan dalam pembinaan semula bandar Khoram Shar, Iran yang mengalami kerosakan teruk dalam perang selama lapan tahun dan telah mengalami perubahan sosial walaupun dahulunya mempunyai latarbelakang pelancongan yang makmur. Aspek yang di kaji adalah strategi-strategi pelancongan dalam membangunkan semula Bandar berdasar kanempat pemboleh-ubah utama yang diperolehi daripada kajian literatur. Metod kajian bercampur antara Kualitatif dan Kuantitatif yang berturutan telah digunpakai dalam kajian ini.

Hasil daripada kajian ini telah menunjukkan: pertama, bukti-bukti utama yang menyokong keperluan untuk mengkaji semula dasar-dasar pelancongan sedia ada di Khoram Shar untuk membina sokongan penduduk tempatan dan memperbaiki penyaluran keuntungan daripada pelancongan kepada mereka; kedua, kawasan masjid tertua dan kawasan tebing sungai sebagai sumber semulajadi telah menjadi ciri-ciri tarikan pelancongan paling sesuai bagi bandar-bandar selepas perang Iran.

Berdasarkan hasil kajian seperti di atas, cadangan yang boleh dikemukakan oleh kajian ini adalah: (a) kerajaan yang memberi peluang kepada sector swasta perlu disemak semula; (b) daya tarikan pembangunan baru yang sesuai dengan pelancongan sambil riadah perlu dikenalpasti; dan (c) peranan utama pelabuhan dan pentingnya dalam proses pembinaan semula perlu diberi pertimbangan sewajarnya. Ternyata sekali bahawa kajian ini telah mengemukakan ciri-ciri tarikan pelancong utama yang sangat sesuai untuk diguna-pakai dalam pemulihan bandar yang musnah akibat perang di Iran dan boleh menjadi bahan rujukan kepada pembuat dasar bandar, perekabentuk bandar, arkitek dan orang yang berkepentingan dalam pelancongan.

Sebagai rumusan, adalah jelas bahawa dasar-dasar pelancongan sedia ada yang digunapakai oleh pihak berkuasa tidak memberi kesan yang signifikan dalam pembinaan semula bandar; dan aktiviti pelancongan sekarang tidak digemari oleh penduduk tempatan kerana mereka tidak dapat melihat bagaimana keuntungan boleh diperolehi daripada pelancongan selepas perang masa kini.

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## CHAPTER 1: INTRODUCTION

### 1.1 Introduction

Post-war reconstruction is the first step in recovering from war and returning to the pre-war situation in war-torn cities. Despite all efforts to establish sustainable peace, our world is still suffering from the harmful distractions of conflict and long-term violence. The history of civilization is littered with a large number of conflicts that have caused the loss of a million lives and destroyed thousands of cities. War events have a history as old as human life while in the last 3,421 years of recorded history only 268 have seen no war (Duran, 2012). It is not an exaggeration to say that war is the greatest man-made disaster with devastating effects on human life, infrastructure, and urban space (Calame, 2005). As an important cultural time-marker, populations segment their history in three phases: before, during, and after war (Smith, 1998).

The harmful effects of the two world wars have not yet been forgotten in human memory. The scale and intensity of psychological trauma suffered by non-combatants have risen proportionately and urban residents are especially prone to overwhelming loss, dislocation, and prolonged anxiety. More than 100 countries and thousands of cities were involved in the Second World War and 70–130 million people were killed in the two world wars in the 20th century (Ferguson, 2006). By 1944, during the Second World War, 15 million refugees and 20 million were displaced within the borders of their home countries (Haughton, 1998).

The vast urban destruction is the most significant defect of wars. For example, the German Luftwaffe tirelessly bombed London for 76 consecutive nights, whereby more than one million London houses were destroyed. Coventry, the other ruined city in England, had 90% of its urban core was destroyed during an 11-hour Luftwaffe raid in

1940 (Calame, 2005). The German military demolished Jewish neighbourhoods in Poland; and much of the remainder of the city in response to acts of resistance, which left behind more than 650,000 Polish dead and about 84% of the pre-war urban fabric ruined (Calame, 2005). In West Germany, from 16 million apartments existed before the war with 2.5 million utterly destroyed and another 4 million were damaged to the point of uselessness from war (Leick, Schreiber & Stoldt, 2010) . A total of 62% of all buildings in Lubeck were ruined in one-night bomb attacks by the UK Royal Air Force. In these attacks against the port city, 1,468 buildings were destroyed, 2,180 were seriously damaged, and 9,103 were slightly damaged.

Since World War 2, there has been 225 important armed conflicts in the world that suffered years of urban warfare (Beirut) and the prolonged siege (Sarajevo), an entire population rapidly displaced (Kosovo), and some has been ethnically cleansed and suffered genocide with housing and land deliberately made uninhabitable. Since the 1970s, 42 countries have been involved in military conflicts that represent 44% of world's population. Almost 12 million lives have been lost in armed conflicts in these countries (Gleditsch, Wallenstein, Eriksson, Sollenberg & Strand, 2002)(Gleditsch, Wallenstein, Eriksson, Sollenberg, & Strand, 2002). The destruction of caused by modern war is more catastrophic compared to pre-modern wars. For example, more than 20,000 buildings were destroyed or damaged severely in Gaza during Israel's war, which lasted for only three-weeks in 2006. Satellite photos show extensive destruction in some neighbourhoods of Beirut were extensively destroyed by bombing campaigns in 2006 during 33 days of war. The number of countries hosting conflicts today remains considerable. The conflict in the Middle East is the most protracted of all and creates constant human suffering and destruction of all societal systems as well as urban areas. The context of this research is Khorramshahr, a ruined city in the Iran-Iraq war (1980–1988). The war was the second longest and one of the most strategically important

battles of the 20th century and involved two of the great oil producers in the world (Hilāl, 1981). During eight years of war both countries suffered millions of casualties and lost billions of dollars. In regards to urban destruction, cities on both sides were destroyed by the occupation, bombings, and rocket attacks. According to government statistics by the Headquarters of Reconstruction and Renovation (*Setade Bazsazi Manategh Jangzade*), among all 24 provinces of Iran, 16 were involved in military attacks. These included 328,340 residential and commercial buildings that were damaged or ruined in 87 war-torn cities.

Khorramshahr was the largest and most important occupied city in Iran during this war. It is located in Khuzestan Province at the extreme southwest of Iran, close to the border with Iraq. It reached its highest population of 150,000 before the war when it was the most important port in Iran. In the years before the war, it had a prosperous background in tourism because it possessed the core characteristics of tourism, including attractions, activities, and transport infrastructure. During the war, Khorramshahr was the worst hit city in Iran, especially in the first two years of the war in the occupation era. Urban destruction is more damaging when compared with other cities because it was under occupation during the war (Sultan, 2013). About 85% of the buildings and infrastructure were damaged and was depopulated for almost seven years. After the war, the city entered a reconstruction period from 1988–1995. By the end of the war, Khorramshahr had been completely devastated with few buildings left intact. Because of the war, the population of Khorramshahr decreased from 146,706 in the 1976 census to 0 in the 1986 census. The population reached 34,750 after reconstruction in the 1991 census and by the 2006 census, it had reached 123,866; and according to the World Gazetteer, its population as of 2012 is 138,398, making the population close to its pre-war population.

In terms of post-war tourism situation, approximately 1.2 million local tourists visited this post-war city in 2012 Iran (*Statistical Yearbook of Iran 1390*, 2012). Khorramshahr as the most hit city in Iran still suffers from the scars of war and struggles with physical and social aspects of the reconstruction process in urban areas.

## **1.2 Problem Statement**

The reconstruction of urban areas in Khorramshahr, as the most destroyed city in Iran, involved major problems from both physical and social aspects. In terms of physical reconstruction in urban areas, the Research Centre of Parliament of Iran (2007) revealed that out of 16,000 damage buildings, about 4,000 buildings remain damaged. These abandoned lands and dilapidated houses deform the urban shape and city landscape. Khorramshahr as a prosperous city in tourism (in the pre-war era) never returned to its previous situation and the residents never took advantage of the benefits of tourism after the war. Therefore, the problem of this research is as follows:

- Urban issues and unresolved problems during the reconstruction process of Khorramshahr led to the incomplete reconstruction in urban fabrics, dilapidated buildings, and resident dissatisfaction with the post-war restoration. These difficulties highlight the need for plans that emphasize a holistic strategy for reconstruction and to consider the pre-war situation, and existent potentials for post-war tourism in the urban reconstruction of Khorramshahr.

### **1.3 Research Gap**

Research involves identifying gaps in knowledge, verification of what is already known, and the identification of past errors and limitations (Creswell et al., 2008). Bryman (2012), Creswell and Clark (2011), Flick (2009), and Yin (2010) have all debated that all research is made in an investigator's mind when a researcher believes there is a necessity in the world or a knowledge gap.

The end of the war is the beginning of a long and complicated process called a reconstruction period. The United Nations (2008) stated that a reconstruction phase is a recovery process that has two steps as follows: social rehabilitation and physical reconstruction. Moreover, post-war reconstruction is a range of holistic activities in an integrated process designed to reactivate the physical aspects of urban areas and at the same time to create a peaceful environment that will prevent relapses into violence (Barakat, 2007). An integrated study of contemporary war-torn countries poses major conceptual and methodological problems. This is due to a rather insufficient amount of research conducted and a lack of a solid theoretical foundation, probably because it is a complex, multifaceted field (Hasic, 2004). Worldwide experiences for reconstruction after disasters indicates the failure of conventional top-down approaches that focus largely on speed, standardization, and technologically-oriented solutions (El-Masri & Kellett, 2001). Despite the emerging streams of research in the study of ethnicity, conflict, and urbanity (Barakat, 2007; Bollens, 2000), to date there has been little study between urban reconstruction and tourism after war. Calame (2010) claimed that trustworthy longitudinal studies of post-war recovery processes are few and the number of war-torn sites not yet subjected to formal analysis is large. Some criteria of post-natural disasters can be used for man-made disasters. Several authors have sought to engage these issues for disaster development and emergency repair (Cuny, et al., 1983; El-Masri, 1989;

Lewis, 1999), the rebuilding of particular cities and buildings destroyed by war and the historical background behind them (Diefendorf, 1990).

In recent decades, tourism development is viewed as an economic, socio-cultural, and environmental activity that enhances local community life (Abby, 2006; Chwarzer, 2008; Hall, 2000; Timothy, 1995). Moreover, tourism has been frequently described as a new source of wealth creation in deprived regions and less economically developed countries act as the most viable means of stimulating local development (Novelli, Morgan & Nibigira, 2012). Some others have investigated tourism to create stable conditions and sustainable development in post-war regions while tourism can act as an economic, socio-cultural, and environmental activity that enhances local community life (Abby, 2006; Chwarzer, 2008; Hall, 2000; Timothy, 1995). For example, Owen (1990) argued that tourism can play a wider role by helping to remould opportunities for urban renewal. Evans (2000) and Smith (2007) claimed that tourism can act as a catalyst for restoring cultural quarters, heritage sites, museums, events, and creative businesses become the principal factor of culture and tourism in the various experiences of the restoration process. Nevertheless, researchers have minimally explored the potential of tourism for post-war reconstruction. The interrelationships between war and tourism have also been minimally investigated, although the literature to date indicates that war negatively affects tourism.

#### **1.4 Research Aim and Objectives**

This thesis explores tourism as a key aspect of urban reconstruction strategy and discovers the way in which an interrelationship takes place between them. Hence, the main aim of this research is as follows:

- To establish tourism strategies in the process of urban reconstruction in a post-war city.

To achieve the aim of the research, four objectives are set as follows:

- a) to identify the concepts that link tourism and reconstruction, based on the relevant existing literature and international examples of post-war cities;
- b) to assess the strategy, obstacles and priorities related to the urban reconstruction in Khorramshahr;
- c) to analyse the potential of post-war tourism in the reconstruction of damaged buildings and urban fabric of Khorramshahr;
- d) to suggest a series of strategic recommendations for post-war reconstruction through tourism development

Owing to the research objectives, the following questions in need to be answered. Table 1.1 reveals the relation between research objectives and related research questions.

**Table 1.1:** Research objectives and questions

NO	Objectives	Research question
1	To identify the concepts that link between tourism and reconstruction, based on the relevant existing literature and international examples of post-war cities	1 - How does urban tourism act as a promoter in the reconstruction of damaged buildings and urban area of international example?
		2 - What strategy of tourism development does prefer for reconstruction of war damaged cities?
2	To assess the strategy, obstacle and priorities related to the urban reconstruction the post-war city	3 - What were the policy and priorities in urban reconstruction of Khorramshahr during the process of restoration?
		4- Which urban problem and war destruction have not been solved even after reconstruction period in Khorramshahr?
3	To analyse the potential of post-war tourism in reconstruction of damaged buildings and urban fabric of Khorramshahr.	5 - What type of damaged buildings can be used as a post-war tourist attraction?
		6 - How do tourists and residents think about preservation of war damaged buildings as tourist attraction in the reconstruction process?
4	To suggest a series of strategic recommendations for post-war reconstruction through tourism development	7- What are the possible contributions of a tourism strategy to the urban reconstruction process of Khorramshahr?

## **1.5 Significance of the Research**

In the case of man-made disasters, war is defined as a man-made catastrophe with long-term social and physical impacts. It affects the social and physical conditions of a community; and often has roots in chronic cycles of poverty, underdevelopment, corruption, or political exploitation (United Nations, 2008). Some wars are undeclared and some impacts are impossible to measure with certainty. One of the goals of an opponent in war is to create despair and hopelessness by destroying urban spaces, houses, and infrastructure, resulting in the deterioration of urban life. This intention is reflected in the phrase “urban warfare”, which is a military attack conducted in urban areas. Thus, post-war scenarios for reconstruction involve a whole spectrum of activities from meeting humanitarian needs, physical restoration and reconstruction, political restructuring, economic regenerating, dealing with reconciliation and trauma, and establishing foundations for sustainable development (Barakat & Mac Ginty, 2002).

### **1.5.1 Complexities of Post-war Reconstruction**

Addressing post-conflict societies’ multiple needs poses a challenging problem. Depending on the duration of the period of instability, countries inherit ravaged economies with depleted physical and human capital; disruptions due to these destructions; curtailed civil liberties; diversion of resources to non-productive activities; and limited financial resources to fund development efforts due to dis-saving and portfolio substitution (Nkurunziza, 2008). Architects, economists, engineers, and conservators working in the realm of post-war reconstruction will be called upon in this way to unite the moral and material components of problems they address.

It is useful to view every aspect of post-war revitalization as a form of social work, where problems must be solved using the language of relationships, meanings, and lifestyles to be considered effective. In terms of the social aspects of urban warfare,



migration occurs due to urban destruction during war. Most migrants encounter the problem of adapting to a new situation after returning to a post-war city then urban reconstruction in such a society involves rebuilding that takes place in risky environments where peace and security can be slow to return and the destruction and uprooting of populations is widespread (Bożętko, 2013; Bruchhaus, 2002; Pedersen, 2003). In such a condition, the progress of de-mining operations is slow, and repatriation and demobilization procedures are often cumbersome. Post-war reconstruction essentially requires incentives for residents to return to the rebuilt cities, as public participation is one of the most important factors to guarantee the failure or success of a reconstruction plan. However, repatriation does not signify the end of the refugee cycle since each city needs a comprehensive plan to continue its life with a specific identity after the war (Black & Koser, 1999; Calame, 2005; Rabani, 1997).

Relocation is an additional complexity that sometimes involves city reconstruction. In the post-war era, due to mass destruction or concerns about preventing future losses, authorities and policy-makers sometimes explore the feasibility of establishing the war-torn city in a new location during the reconstruction process, with an eye toward modernization in the new city (Amartunga & Haigh, 2011; Calame, 2005). Finding an appropriate geographic place and providing facilities and housing to move people is the main aspect of relocation.

In terms of financial concerns, due to vast destruction in long-term wars, urban reconstruction and the rectification of infrastructure defects need a significant amount of investment. For example, direct damage of Iran's eight-year war with Iraq is estimated at 400 billion US dollars. This is equivalent to 14 years of Iranian oil revenue from 1980–1994 (Rabani, 1997).

Another example shows that White House estimates the war and first year of reconstruction may cost as much as \$139 billion in Iraq (Meharg, 2003). In other case,

Afghanistan received \$15.7 billion in one year (2011) for restoration affairs, but its government still could not provide electricity, food, and water for its citizenry (Rogers, 2014).

The whole phenomenon of post-war reconstruction has to be looked at in a long-term perspective, the historical context of the issues and its character in a comprehensive way (Hasic, 2004). However, in some wars, war-torn regions are left without any government existence, in a "failed state" situation, as was the case in Somalia in the beginning of the 1990s (Bruchhaus, 2002). Thus, another challenge for research in this field is the difficulty of obtaining reliable data and dealing with war-torn communities.

In terms of the rehabilitation process in post-war cities, mass housing production has been prescribed as the remedy to the problems of large-scale destruction and homelessness resulting from disasters (Johnson & Lizarralde, 2012). In such situations, socio-economic, cultural, and developmental effects are largely overlooked because of the urgency for resettlement because everybody is hoping for a rapid return to normality (Bruchhaus, 2002). Consequently, approaches to reconstruction often neglect the complexity of the environment and local conditions as well as existing potentials, resources, and interests with a view to reaching a good position for future opportunities in the restoration phase.

Due to the mentioned complexities, the reconstruction of buildings and urban spaces after war is tied to social, geographical, and demographic concerns. Essentially, the post-war reconstruction process is long and complicated scenarios involve a whole spectrum of activities from meeting humanitarian needs, physical restoration, reconstruction, political restructuring, economic regenerating, dealing with reconciliation and trauma, and establishing foundations for sustainable development.

Reconstruction is not just to reconstruct entities that have been destroyed, but rather to fill a need for creating alternatives to those structures as prior systems and living patterns have been severely changed (Barakat & Mac Ginty, 2002; Hasic, 2004).

### **1.5.2 Tourism and Urban Reconstruction**

World Tourism Organization (WTO) emphasizes that the demand for travel to cities has greatly increased over the last few decades. Many people travel for business purposes while others travel on their leisure time to learn from other cultures, to develop their specific interests, and to seek entertainment. WTO (2001) defines tourism or tourists as the most commonly used by literature on tourism. It defines tourism as any person residing within a country, irrespective of nationality, travelling to a place within this country other than their usual place of residence for a period of not less than 24 hours or one night for a purpose other than the exercise of a remunerated activity in the place visited.

A number of studies have evaluated the promotion of tourism as the world's largest industry and source of new employment, revenues, additional tax receipts, foreign exchange benefits, and enhanced community infrastructure and urban development (Scheyvens & Momsen, 2008). These studies based on the new theory that were formed by the accession of international travel asserts that: if tourism is managed correctly, it can create a source of financial enrichment, commercial revival, and peace (Galdini, 2007; Hall, 2000; Harvey, 2008; Murphy, 1983; Owen, 1990; Robinson, 1998; Timothy, 1995). Tourists also improve their social structural status when they manage to travel and consume these experiences (Wang, 2000); and, hence, they fulfil their ego needs (Maslow, 1987).

In parallel with the growing of tourism, demands for travel to sites of previous war, disaster, and atrocities are growing in recent decades. At first glance, war and tourism in a war-torn region are converging issues because these concepts are coupled as direct

opposites: the creativity of tourism and cultural heritage against the destructiveness of urban warfare (Barakat, 2007). However, the main research streams have emanated from the late 1990s that addressed post-war tourism situations in relation to post-conflict tourism markets, new tourism trends and their characteristics (Causevic & Lynch, 2013). War remnants may even act as a stimulus to attract tourists who are motivated by a novel experience, i.e. different from a conventional holiday experience (Isaac, 2009). Travellers are increasingly becoming fascinated with visiting sites of “high emotional impact” that are associated with death, disaster, and other atrocities (Megehee, Spake, & Shondell Miller, 2008). Some examples of these sites include New York City (the World Trade Centre), Honolulu, Hawaii (USS Arizona Pearl Harbour Memorial Museum), and Auschwitz KZ, Oswiecim, Poland (site of the crematoria and Nazi concentration camp). Some other researchers have investigated war and tourism from peace promotion perspective. They claimed that tourism could play an integral role in the world’s quest for peace and can act as an agent for peace in post-conflict social reconciliation (Causevic & Lynch, 2013; Minho, 2007; Robinson, 1998).

In terms of the background of post-war tourism, after the Second World War, western European countries tried to remove the obstacles for unification. This era continued with the breakdown of the Soviet Union and the end of the Cold War have facilitated tourism development and its significant role in establishing sustainable peace in Europe (Robinson, 1998). Berlin was one of the leading cities in post-war tourism following the war. The Allies occupied Berlin in 1945. The city fell under the occupation of the US, Britain, and France, and the Soviet Union and divided the city into western and eastern parts until 1991. One remnant building in Berlin that is a symbol of post-war tourism is the city parliament. Monumental triumphal arches and government halls took a central position in the plan translated into architectural models for Germany (Arandjelovic & Bogunovich, 2014).

In terms of post Second World War tourism some researchers have investigated the Holocaust tragedy as a subject with dark tourism impacts (Alneng, 2002; Biran, Poria, & Oren, 2011; Cohen, 2011; Podoshen & Hunt, 2011). For example, post-war tourist attractions in Berlin is the T4 action project, which was built in memorial of the Jews killed by the Nazis during the war. The Memorial Church of Berlin is another building that was damaged during the war. After the war, a new church was built next to the old one and this complex is one of the busiest squares visited by thousands of tourists every year.

In terms of tourism in urban areas, many countries that have experienced urban restoration in the past decade are turning to tourism as a potential source of revenue and urban restoration (Wober, 2002). During the last two decades, tourism activities have affected the urban restoration and development of cities by attracting more visitors and allowing cities to become more competitive. By investing in cultural attractions and infrastructure, these cities seek to secure a niche position on the international tourism map, developing an industry that is sustainable and plentiful in synergy with other strategic sectors of the urban economy. Tourism development can be the catalyst of radical changes in the economy, morale, and appearance of a city in transition. Tourism can lead to sustainable development when specific attention is paid to urban and rural revitalization objectives and heritage conservation (Owen, 1990). Thus, post-war reconstruction matched with urban renewal is a complex process that has been commonly adopted to cope with the changing urban environment, to rectify the problem of urban decay, and to meet various socio-economic objectives (Abrams, Maddox, Harvey, Schonberger, & Belay, 2011; Couch et al., 2003; Li, Wu, & Cai, 2008). The relation between post-war reconstruction in urban areas and tourism attractions can be demonstrated in the way that the war becomes a part of the city's history; and buildings are the best remnants to describe a specific period of city history.

Tourism and cultural heritage does play an important role in the recovery from situations of war or armed conflict. In many post-war situations, there is evidence of a popular concern to restore immediately war damaged heritage and to revive traditions that before the war had been obsolescent. Therefore, tourism concerns seem to answer to a strong physical and psychosocial need to re-establish the familiar and the cherished following a phase of violent disruption of normal life after conflict (Barakat, 2007).

### **1.6 Overview of Research Methodology**

The present research addresses post-war reconstruction through tourism development. The exploratory sequential mixed method is applied to explore the tourism approaches in urban reconstruction of a post-war city. The design is in two-phases and starts with qualitative data to explore the phenomenon, and then builds to the second, quantitative, phase. This design is appropriate to explore the urban reconstruction phenomenon in the qualitative phase and then measure its prevalence to post-war tourism in quantitative phase (John W Creswell & Clark, 2011). This research design identifies emergent categories from the qualitative data and then uses the quantitative phase to examine the prevalence of these categories within purposive samples of tourist and local groups as the basis for identifying comparison groups (Morse & Niehaus, 2009).

In order to explore the post-war tourism development approach, Khorramshahr in Iran as a city ruined by war and was chosen as the study area with the consideration that the context of the study is an extremely important aspect of urban studies (Cohen, 2011). In the years before the war, it had a prosperous tourism sector because it possessed the core characteristics for tourism development, including attractions, activities, and transport infrastructure

During the war and especially during the first two years of the conflict, Khorramshahr was the worst hit city in Iran. This research focuses on damaged urban fabrics and buildings to identify suitable approaches for tourism and reconstruction process.

The first phase of data collection was a qualitative exploration designed to investigate the reconstruction process, policies, and tourism potential in urban area of the post-war city. The research adopted expert interviews and observations as the data collection tool to explore reconstruction priorities and approaches after the war as well as the tourism potential and obstacles in the post-war city. The experts included architects/urban designers, urban planners, tourism authorities, and reconstruction authorities in academic and government sectors. Concurrently, observations were conducted on tourist tracking path in the reconstructed urban fabrics. In the second phase, a questionnaire survey was conducted to evaluate the tourism promotion factors by investigating tourists' and residents' level of acceptability of post-war buildings and the urban fabric as tourist attractions. Therefore, the qualitative findings were followed with a self-administered questionnaire survey to examine and compare the views of residents and tourists regarding post-war tourism and reconstruction aspects.

### **1.7 Scope and Limitation of the Research**

The reconstruction of a post-war city in Iran is defined as the scope of this research. As the name indicates, the concept of post-conflict refers to the period following the end of a conflict in the given country. The major event used to determine the official end of a war is the date of signature of a comprehensive agreement between the warring parties. Even when such an agreement does not necessarily end all acts of violence, it reduces them dramatically. Hence, it is easier to take the date of the signature of a ceasefire agreement as the end of the conflict and the beginning of the post-conflict period in 1988. Thus, post-war reconstruction in this research refers to this period in Iran.

As stated previously, Khorramshahr is the most important war-torn city in Iran. The reconstruction of war-damaged urban buildings and urban spaces including the preservation of symbols of war as tourist attractions is considered in the research. The encountered limitations can be divided into two sections. Some restrictions are related

to the research field and case study, and others are the general limitations of post-war aspects regarding the topic of this enquiry.

Delimitation was done in the sense that only one post-war city is studied, namely the post conflict reconstruction process and tourism in Khorramshahr. This was done purposely as the task would be difficult for a single researcher in terms of scope, time, and quantity of data and other material that would need to be researched. Generally, war damage is not all the same and does not leave the same level of impact. It differs in extent, type, importance, ownership, age, and priority for and difficulty of replacement and financial value. Different types of war damage may affect human, material, financial, institutional, cultural, artistic, and historical resources (Amirahmadi, 1992). Therefore, countries emerge from conflict under differing and unique conditions and the priority, precedence, timing, appropriateness, and execution of tasks will vary from case to case. Then results of reconstruction are rarely placed in a standard framework that would allow for translation from one post-war scenario to another (Cuny, et al., 1983). Moreover, most tourism research dealt with local aspects like behaviour and culture; and each country have its own cultural and socio-economic context. Post-war recovery also is a long and arduous process, particularly when it attempts to address the need to restore urban areas through tourism development. Each situation requires a tailored approach and needs to be sensitive to intra-regional cultural differences. Local perception is often not the same as the international or global view (Barakat, 2007).

Yin (2013) claimed that case study research is generalizable to theoretical propositions and not to populations or universes. Thus, in this respect, the generalization of the results was not intended beyond the planned scope of this study. Nonetheless, some parallels are drawn and some general lessons were learned that were compared to findings in other areas, raising a number of issues as well as discussions on the transferability of the findings to similar contexts in the last chapter.



In exploring research gaps relevant to post-war reconstruction, some aspects related to government policy and implemented strategy contribute to the research. Some part of this research obviously involves criticism pertaining to previous policies and the implementation of reconstruction plans. For this purpose, some experts, particularly from the government authorities did not give permission for audio-recording of the interviews due to political and administrative considerations. Similarly, in field observations, some buildings and war sites were under security and taking photographs was prohibited.

The next constraint was associated with the time-consuming nature of this type of research. Original documents of the research context and all the interview data were in the Persian language, making the translating process a time-consuming matter. Furthermore, data collection in the area located near the Iran-Iraq border (500 meters) presented a number of security caveats as limitations.

### **1.8 Research Report Structure**

Due to the complex nature of case study research and different types of data, reporting should convert a complex phenomenon into a format that is readily understood by the reader. The goal of the report is to describe the study in a comprehensive manner. This research is divided into seven chapters. The first chapter provides an overview of the impact of war and the importance of post-war reconstruction and tourism development. Here, the research problem is defined, followed by identification of the research aim, objectives, and questions. The complexities of post-war reconstruction related to the research are discussed and an overview of post-war tourism is provided. The research methodology is briefly discussed, including an introduction to the data collection methods and instruments in use. The last part of this chapter discusses the scope and limitations of the research and report structure.

The second chapter is the literature review and discusses the overall international understanding of the work. First, it provides details regarding the process and hierarchy of restoration after wars, and then, it explains information about the contribution of tourism to host communities and the building environment. The next part investigates post-war reconstruction and the influencing factors and specifications. It also explores the interrelationship and interaction between tourism and reconstruction in the discourse of damaged urban areas. Therefore, reconstruction strategies in the six post-war cities with different tourism development plans are reviewed and the strengths and weaknesses of implemented plans are discussed. Finally, based on the two main aspects of tourism development characteristics and the specification of post-war reconstruction, the literature review provides the concepts having a jointly reinforcing effect in terms of both subjects.

The third chapter discusses the methodology in detail. Firstly, it reviews the research method classifications and discusses general research applications. The design of the research method is the main section of this chapter, which commences by presenting an overview of the selected post-war city. Moreover, the chapter discusses the research design justification in terms of the war issue. This part classifies the history of the city into three periods regarding the type of primary and secondary data that should be gathered in every period.

Moreover, it demonstrates the data-gathering process and instruments as well as the analytical methods and justification. Lastly, the chapter discusses the triangulation as the adopted method for validity and reliability in this research.

The fourth chapter provides information about the context of this research, Khorramshahr. The first part of the chapter briefly reviews Iran and Khorramshahr history as well as the creation and development factors of the city. Then, it focuses on

the devastation of the war and the post-war reconstruction plan in Iran and in particular, Khorramshahr. The next part of this chapter discusses the tourism development policy in Iran, concentrating on the post-war tourism strategy and priorities.

In accordance with the research design, the fifth chapter presents the data analysis. Both types of data are analysed. The qualitative data are managed by QSR Nvivo 9 in the first stage; and the photos from field observations support interview findings. The second phase of this chapter examines the qualitative findings obtained through the questionnaire survey. The results of the quantitative data are analysed with SPSS (version 21) for Windows 7.

The sixth chapter discusses the findings presented in Chapter 5. The chapter briefly reviews the research then discusses the findings, according to the research objectives. This chapter also discusses whether these findings are consistent or inconsistent with other researchers' insights. It compares the results of the research to those of prior studies and describes how the research helps explain divergent findings, fills in gaps, and extends what has been found previously.

Finally, a brief conclusion section, Chapter 7, presents some general comments arising from the core study of this thesis. The last chapter covers conclusions and recommendations for post-war reconstruction and tourism criteria. This chapter, states a summary of the research, then illustrates the findings and discussions about the research objectives. Then, it identifies the contributions that the research has contributed to knowledge in tourism and reconstruction in relation to the post-war restoration. This chapter also identifies the limitations that stem from this thesis in conducting the research and the findings that have emerged. It highlights where further research may improve an understanding of the interrelationship between tourism and post-war reconstruction.

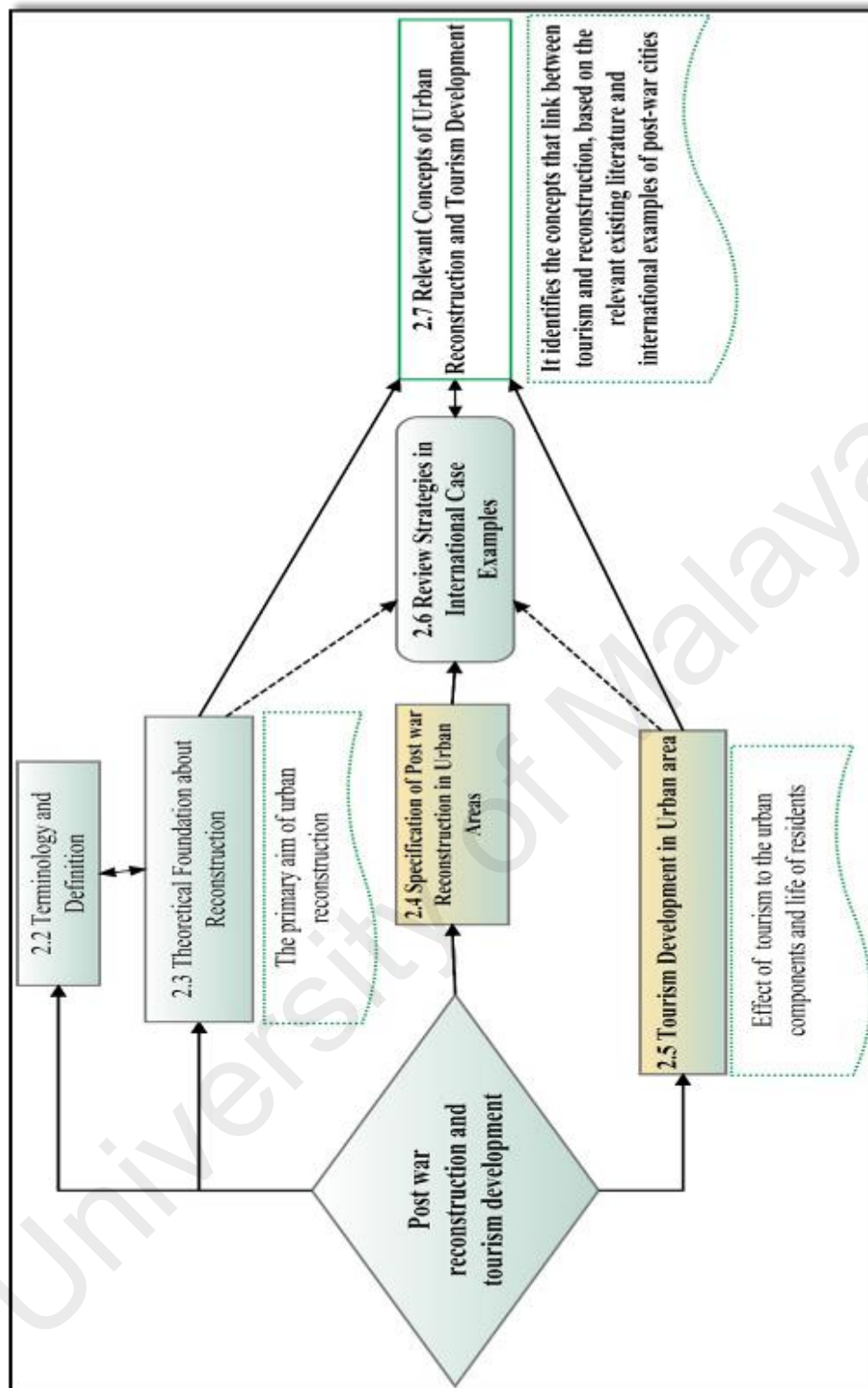
University of Malaya

## **CHAPTER 2: POST-WAR RECONSTRUCTION AND TOURISM DEVELOPMENT**

### **2.1 Introduction**

Rebuilding war-torn cities is one of the most important objectives after a conflict, as the ultimate goal is to re-establish ordinary normal life for residents. As the destruction of war takes place on a large-scale for the urban fabric, it seems to give rise to opportunities for new investments that could eliminate deficiencies including some that have existed since the pre-war era. Based on the literature, the reconstruction of post-war cities can be seen as a field of interaction between different knowledge and techniques including architecture and urban design in this enormous restoration process. Researchers in the field of post-war revitalization have demonstrated that in the reconstruction of a ruined region, two gaps are created through resident demands, the first demand is to provide adequate living conditions and the second demand is related to the pre-war memories in the reconstructed city (Chang, Milne, Fallon, & Pohlmann, 1996; D'Amore & Jafari, 1998; Henderson, 2000).

Figure 2.1 shows a map of the literature in which firstly, the terminology and definitions of reconstruction are discussed then arguments for the theoretical foundation about reconstruction. Then urban reconstruction and specifications of war destructions are explained. The next section provides an overview of the destruction caused by the war events in urban areas and examples of post-war reconstruction.



**Figure 2. 1:** Literature Review Map

This chapter also focuses on tourism development benefits and post-war tourism values. In this section, strategies for urban reconstruction through tourism are reviewed. Overall, the concept of reconstruction and tourism is investigated to identify the concepts that link tourism and reconstruction based on relevant reviewed literature and international examples of post-war cities.

## **2.2 Terminology and Definition of Reconstruction**

To understand the definition of reconstruction, this section explains terminology used and semantic weights applied for related words regarding post-disaster restoration. According to the Oxford dictionary, restoration means to grant or obtain for (a person, etc.), the reinstatement to a former rank, office, or possession. In addition, reconstruction is the rebuilding of something natural, artificial, or abstract.

Regarding the development of the academic discipline of reconstruction, there are words and phrase, which have concepts of returning to the former physical or social position like reconstruction, rehabilitation, and renovation. Other researchers see these three aspects as terms that can be used interchangeably (Barakat, 2007; k. Kumar, 1997). The United Nations (2008) has defined reconstruction as the step after recovery that is the act of rebuilding entire communities, including livelihoods, such that they are able to support themselves. According to the UN explanation, recovery is the first action after rescue in every disaster. This means that decisions and actions taken after a disaster are so that survivors are able to re-build their lives and livelihoods in a manner that reduces further exposure to disaster risks. This necessarily includes the organization of post-disaster interventions from a risk-reduction perspective.

Lizarralde, Johanson, and Davidson (2010) have fostered debate on reconstruction that provides for general services and remakes damaged infrastructure and destroyed buildings to replace and restore to the pre-disaster context. The UN (2008) similarly

propounded a view that reconstruction does not provide for full restoration necessarily; however, afterward, it needs to reach normal conditions in society and more time is needed to gain all aspects of reconstruction. According to the operational guidelines of the UN, there are three phases in the process of after disaster actions including:

- Phase 1: Immediate relief period (impact to day 5);
- Phase 2: Rehabilitation period (day 5 to 3 months);
- Phase 3: Contemporary reconstruction period (3 months or more).

Therefore, disaster relief requires both immediate emergency action and carefully planned reconstruction. The tasks required following prolonged armed conflicts is not just to reconstruct entities that have been destroyed, but a need for creating alternatives to those structures, as prior systems and living patterns have been severely changed (Hasic, 2004).

### **2.3 Theoretical Foundation and Reconstruction Strategies**

Arnstein (1969) discussed eight types of public participation in *A Ladder of Citizen Participation* theory including citizen control, delegated power, partnership, placation, consultation, informing, therapy and manipulation. Lefevre (2001) discussed Arnstein theory considered as part of community development. He argued that participatory planning should involve the entire community in the strategic and management processes of urban planning; or, community-level planning processes, urban or rural. Public participation can be described as the process where the ideas, opinions and concerns of local communities are collected and analyzed to be used as resources to improve plans and projects that interests and affects them (Ferguson & Low, 2013). Cstell (2012) also developed a model which is particularly wide-spread is a 'participation stairs' with five steps, established from Arnstein's classical ladder including: delegation, involvement, dialog, consultation and information. It is a tool which planners, developers,



architects and quantity surveyors use to give them a better knowledge of a specific site, as well as an insight to the needs of the community residing in the specific area.

Numerous researchers stress the need for local community involvement of the planning process and argued that residents must be willing partners in the process of tourism-related economies (Murphy, 1981, 1983; Murphy & Price, 2005; R. Sharpley, 2011). They acknowledged that for successful development plan, host community support is critical and tourism must have the support of local community (Allen, Long, Perdue, & Kieselbach, 1998; Inskeep, 1994; Murphy & Price, 2005).

Allen et al. (1998) expanded on Arnstein's ladder of citizen participation with the introduction of citizen participation in tourism continuum. He argued that the residents must be willing partners in tourism development process. Their willingness to serve as gracious hosts is critical to the success of tourism. Therefore, residents must be involved in the planning and be informed and consulted about the scope of development. Williams and Shaw (2009) discussed that impact of tourism and regional development associated with two main interactions in the local community. Firstly, tourism is a product that must be consumed to the production point. Secondly, tourism is an industry subject to restructure the community. Gunn and Var (2002) highlighted four main items for tourism development that can provide a better future for locals with them:

- a) Social impact: Visitor satisfaction improvement.
- b) Economic impact: Business volume increase (linked to highly competitive markets).
- c) Environment impact: Sustainable use of resources.
- d) Built environment impact: Community and area integration.

The built environment item used by Gunn and Var (2002) integrated the host community with the tourism development plan while tourism development brings residents and tourists shared values . They claimed that resident participation in any tourism development is such as guaranty of the success of the project. Allen et al. (1998) argued that the frequent interaction between residents and tourists, where residents must be involved in the planning and their attitudes toward tourism and perceptions of its impact on community life must be continually assessed.

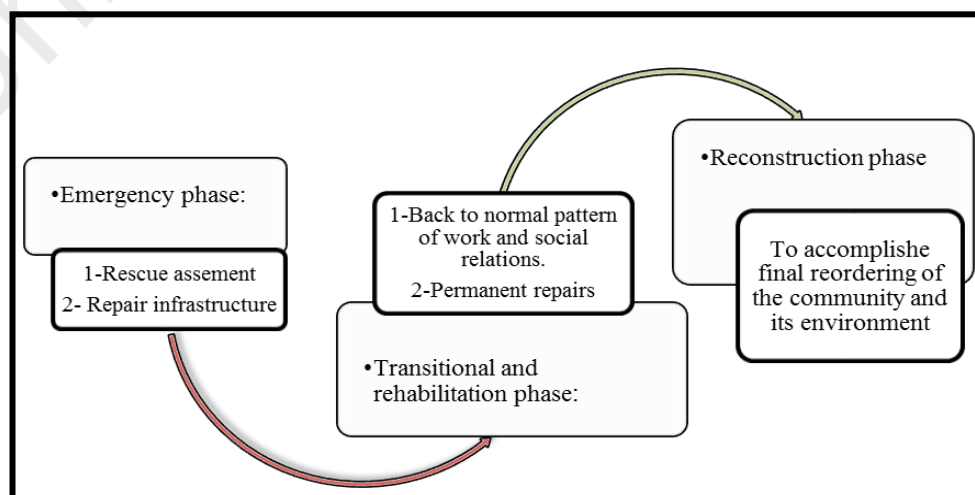
The next part of this section outlines strategies for reconstruction and a critique of its theoretical underpinnings. The review of selected resources offers a basis for an integrated strategy to post-conflict reconstruction. At first glance, war is not a single catastrophic event caused by devastating way of life that closely associated with chronic poverty and social injustice. It includes the usual following economic challenges of growth: inclusiveness, stability, and sustainability; as well as the political-development challenges related to the restoration of relationships among and between residents and local/national institutions. Therefore, reconstruction processes must be looked from a holistic and systemic viewpoint where each part of the system under reconstruction is viewed both by itself and by how it fits with other social systems.

Most of the plans for restoration apply to natural disasters rather than manmade conflicts. However, transitional settlement and reconstruction published by the UN (2008) emphasized that people and aid agencies encounter some common problems in each disaster, whether natural or man-made. Calame (2005) claimed that the disaster, whether natural or man-made, is a process defined on the basis of its human consequences, not on the phenomenon that caused it and should be measured by relief agencies in terms of psychological, physical, and economic disruption .

As indicated in the cited references, reconstruction processes have some common aspects, even if they have different roots. Therefore, theoretical frameworks are explained in the following sections, which have common aspects for natural and war disasters.

### 2.3.1 Physical and Operational Based Strategies for Reconstruction

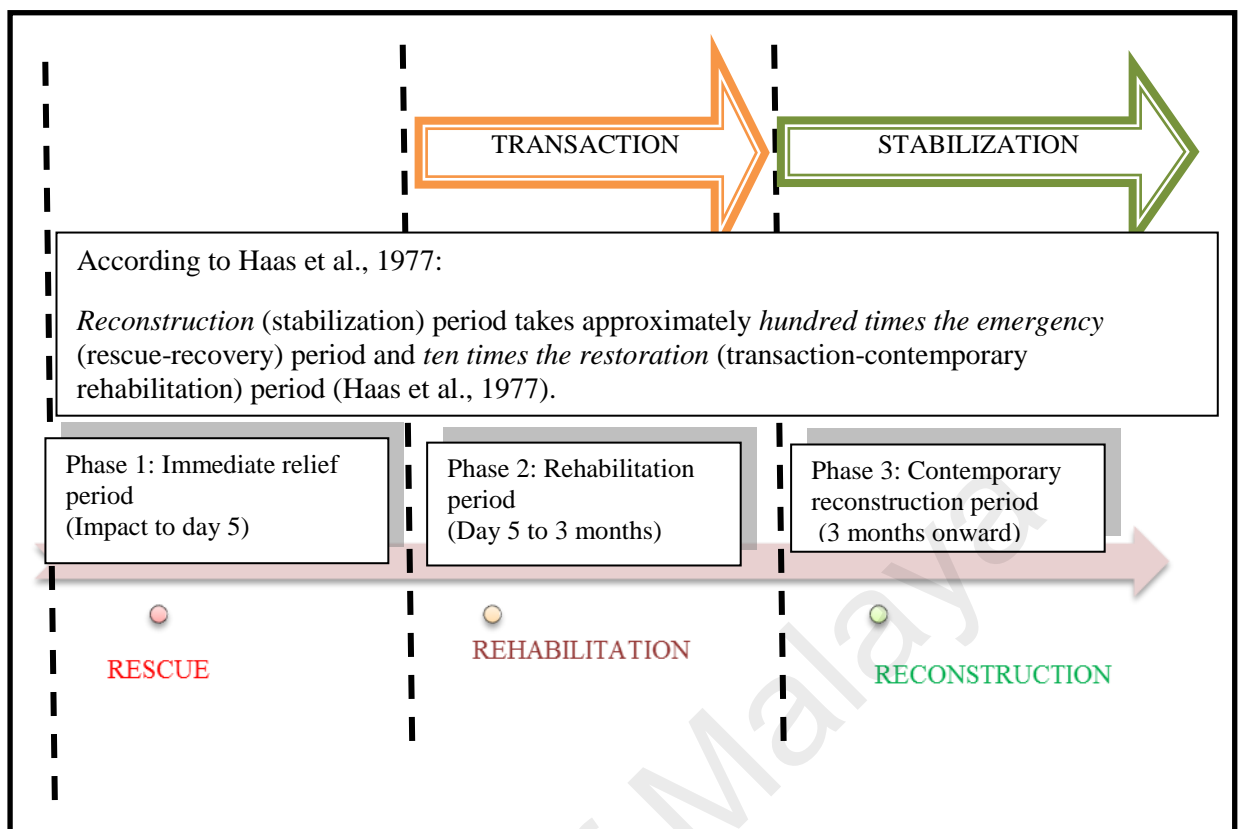
The UN (2008) highlighted two general actions for restoration after every disaster including emergency and recovery phases. The emergency phase is the period during which residents within the affected population are concerned primarily with survival and recovery support as well as ensuring that the displaced population is supported to shorten the need for emergency shelter and moves towards more durable housing solutions as quickly as possible. It also stated that the reconstruction phase is as a recovery process that has two steps including social rehabilitation and physical reconstruction. The implication is that rehabilitation as an action to restore basic services to the pre-disaster context as well as helping residents towards self-sufficiency, self-belief, repair destruction, grant facilities and funding to provide material, and supporting survivors psychologically and socially. This is a transitional stage between emergency relief and sustainable development (Figure 2.2).



**Figure 2.2:** Actions after a disaster

In line with the UN, Cuny, Abrams, and America (1983) presented a model for restoration after disaster and claims that the results of the restoration process in most disasters, regardless of their root causes, emerge into a recovery process as a recognizable phase. According to this model (Figure 2.3), the period immediately following a catastrophe is the emergency phase and it is devoted to rescue, assessment, and critical repairs to infrastructure. However, Cuny et al. (1983) expanded reconstruction as a transitional phase of restoration, while residents return to normal patterns of work and social relations and permanent repairs to public utilities are undertaken. They argued that reconstruction is the final reordering of the community and its environment is conceived and accomplished.

On the other hand, Haas, Kates, and Bowden (1977), have taken the view that disasters can be seen as opportunities to address long-term material problems in housing and infrastructural systems, recasting reconstruction into a developmental phase. They classified restoration actions in the three following categories: recovery, transactional, and stabilization. They discussed that reconstruction as a stabilized action strongly related to the reflection of pre-disaster urban trends, damage suffered, and available resources for recovery. They demonstrated that the duration of reconstruction as a multiplicative factor for the emergency and restoration period. Haas et al. (1977) indicated that reconstruction (stabilization) periods take approximately 100 times the emergency (rescue-recovery) period and 10 times the restoration (transaction-contemporary rehabilitation) period. Figure 2.3 outlines these three classifications for the restoration phase from Haas et al. (1977) , United Nation (2008), and Cuny et al. (1983).



**Figure 2. 3:** Operational definition of restoration phase

Source: adapted from Haas et al. (1977), United Nation (2008), Cuny et al. (1983)

This model is organized into three operational phases: initial response, transformation, and fostering sustainability. While the primary responsibility for reconstruction must lie with indigenous actors, international intervention is often critical during the early stages of post-conflict transition. Not surprisingly, initial response is often characterized by military intervention for basic security, stability, and emergency services. The second phase, transformation, focuses on developing legitimate and sustainable indigenous capacity, often with special attention to restarting the economy, establishing mechanisms for governance and participation, and securing a foundation of justice and reconciliation. The final phase, fostering sustainability, consolidates long-term recovery efforts. It is this phase that also lays the foundation for the prevention of conflict or the re-emergence of violence. These phases occur over a time span that varies according to

the local conditions and by each individual task (Cuny, et al., 1983). The framework also assumes that some phases, such as initial response, which entails humanitarian aid, may well overlap into the period of transformation. Likewise, fostering sustainability, the path toward normalization may also emerge during the transformation time frame. Geipel (1991) provided another dimension for the reconstruction and restoration stages that will be accomplished when the time of implementation is proper. The researcher argued that the worst-case scenario with an undefined reconstruction plan and lack of investment and instruments for recovery. Additionally, the researcher believes that these following results can be expected:

- In the short-term (within 1 year), relief, supplies are consumed as ‘first aid actions’ and seep away, along with the first wave of solidarity and public enthusiasm; projects proceed haphazardly with no master planning or guidance from above; subsidies promised never quite materialize, lost in financial power structures.
- In the mid-term (2–5 years), the donation of relief supplies dwindle as positive resonance among victims is difficult to perceive; central government and international relief organizations withdraw from the disaster area; news of catastrophes and their results disappear from the headlines; general apathy results while people wait for help from the outside and struggle with a poor flow of information.
- In the longer-term (5–20 years), affected citizens are left to a free-enterprise system of recuperation based on pre-disaster levels of wealth and connections to decision makers; the local economy suffers; the traditional bonds of trust between residents and their leadership are severely strained; social ties and institutions must be mended without the benefit of prior needs, assessment, or coordinated planning at the time of reconstruction.

Accordingly, every contribution and project should be planned and weighed in relation to these priorities and be synchronized with an appropriate phase of recovery. For instance, material contributions of food and clothing may be effective within weeks of a crisis but insulting if presented months later, when community focus has shifted to the process of regaining self-sufficiency. The long-term recovery process can equally demand social and psychological readjustment to reactivate the conservation and development processes that have been disrupted by the conflict. Therefore, the next two parts of this section argue the theoretical aspects of reconstruction in terms of development and social concerns.

### **2.3.2 Integrated Strategy for Reconstruction**

It has become increasingly apparent that the challenge of post-war reconstruction is essentially a developmental one, which takes place within the particular environment and amid the specific circumstances of a war-torn society (World Bank, 1998). The idea of an integrated strategy for post-conflict reconstruction and the need for all recovery issues being given importance and priority can be seen by a careful analysis of failed post-war reconstruction efforts. Kumar (1997) stated that post-war reconstruction involved the interrelated tasks of economic, political, and social reconstruction, because wars influence the social fabric as well as destroy physical infrastructure. Recent research has emphasized that urban life contains various ranges of concerns, including social, economic, and environmental aspects and the main success of an urban restoration plan emerges in all aspects of urban life (Couch & Dennemann, 2000; Couch, Sykes, & Börstinghaus, 2011; McCarthy & Pollock, 1997; Yu & Kwon, 2011).

Couch et al. (2011) argued that the main achievement of a successful urban revitalization plan emerged in the life of residents to improve neighbourhoods experiencing multiple deprivation reverses decline and creates sustainable communities. Thus, the reconstruction is enhancing the quality of life within an urban area seeking to bring back prosperity to post-war cities.

Consequently, post-war reconstruction comprises various and different fields of action, for example, the reconstruction of physical infrastructure; rehabilitation of institutions and services; repatriation of returnees; relocation of internally displaced persons; and reintegration of all war affected groups of population (Bruchhaus, 2002). Hasci (2004) highlighted the overriding lesson from the current study of the post-conflict assistance and ongoing reconstruction efforts in Bosnia and Herzegovina while mentioned that issues of economic, political, social, and physical reconstruction are tightly linked. He argued that one cannot happen without the other nor can they happen one after the other and still produce viable results. Although, more recently, authors have moved towards the concept of reconstruction as a situation of inevitable action that encounters idealism and nostalgia, and is fraught with tension between popular nostalgia and professional ambition (Calame, 2005). In the broadest meaning, reconstruction does not occur only in the physical aspect like housing and infrastructure rather it should be addressed all physical, social, economic, and political consequences. Barakat (2007) stated that post-war reconstruction is a range of holistic activities in an integrated process designed not only to reactivate economic and social development but at the same time to create a peaceful environment that will prevent a relapse into violence.

In this way, post-war reconstruction is conceptualized as a set of interconnecting social, cultural, political, and economic components within a multi-dimensional process, which is located at the local, provincial, national, and international levels (Hasic, 2004). This philosophy is premised on the understanding that post-war reconstruction requires



a multidisciplinary problem-solving approach to address the complexities of recovery. After the war, urban designers rushed to test notions of new theoretical approaches promised no less than being housed, socially acceptable, environmentally attractive city, to replace the outmoded, unhealthy, and over-congested city of the past but have been ravaged by war (Calame, 2005).

### **2.3.3 Social Based Strategies for Reconstruction**

Social reconstruction in a post-war region is a more important aspect than for other natural disasters because in long-term wars people encounter mass-immigration and depopulation phenomenon. The population displacement has an indirect effect on added social aspects such as crime and delinquency. One of the necessities of reconstruction in post-war cities is to motivate immigrants to return. Dynes and Quarantelli (1989) argued that recovery process is rooted in the social structure and fabric of the impacted society. The researcher confirmed that reconstruction is less a technical issue than it is a social one. Reconstruction only partly involves bricks and land use codes, it mostly concerns social values and group interests whereas the ultimate goal of post-war reconstruction is to provide adequate living conditions for the survivors of the war and new residents. Effective responses to conflict are part of on-going social development and not merely a program for the provision of material aid (Calame, 2005). The UN (2008) also emphasized social rehabilitation as an important phase of the recovery process while identified war as conflict causes many changes in the demographic context including immigration and relocation with voluntary and compulsory migrations inevitable considerations.

Chicago School<sup>1</sup> research found that reconstruction is not just about buildings where public participation in the reconstruction is the root of stability for the social aspects of reconstruction (Dynes & Quarantelli, 1989). This theory defined reconstruction as a social action while emphasized this period from the start of repatriation and living in the post-war city, regardless of whether war ended or not (Rabani, 1997). Consequently, post-war reconstruction needs to encourage people to return and participate in the reconstruction process.

Calame (2005) claimed that most successful post-war plans are centred on resident human needs and engineered according to their capacities to sustain long-term progress. This issue was emphasized by Black and Koser (1999), who argued that repatriation to the reconstructed city does not signify the end of the refugee cycle as the process must engage residents participation in the reconstruction process. In fact, returning to a post-war context is not starting a normal life, but the implication is that society is still under reconstruction (Pedersen, 2003). Therefore, public participation during the reconstruction process is one of the important factors in the success or failure of the plan (Calame, 2005; Rabani, 1997).

On the other hand, Bruchhaus (2002) argued that repatriation to post-conflict regions is crucial because it is an important prerequisite for the prevention of future conflicts; residents and national actors have the greatest responsibilities and capacity in this post-conflict rebuilding. Rabbani (1997) and Barkat (2007) indicated that after every war involving compulsory migration, the post-war cities will encounter the following three groups of people:

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<sup>1</sup>In sociology and later criminology, the Chicago School (sometimes described as the Ecological School) was the first major body of work emerging during the 1920s and 1930s specialising in urban sociology.

- i. The group that migrated from their original homeland and who will eagerly return to their homeland. This return to the post-war city is gradual for different population groups.
- ii. Some of the refugees will not return to their previous hometown. They are people who have jobs in their new homeland with good incomes and social statuses, so they prefer to live in the new home rather than in their previous home.
- iii. Some people from other parts of the country will come to the post-war city to find new opportunities and prosperity; for example, by working directly in reconstruction activities.

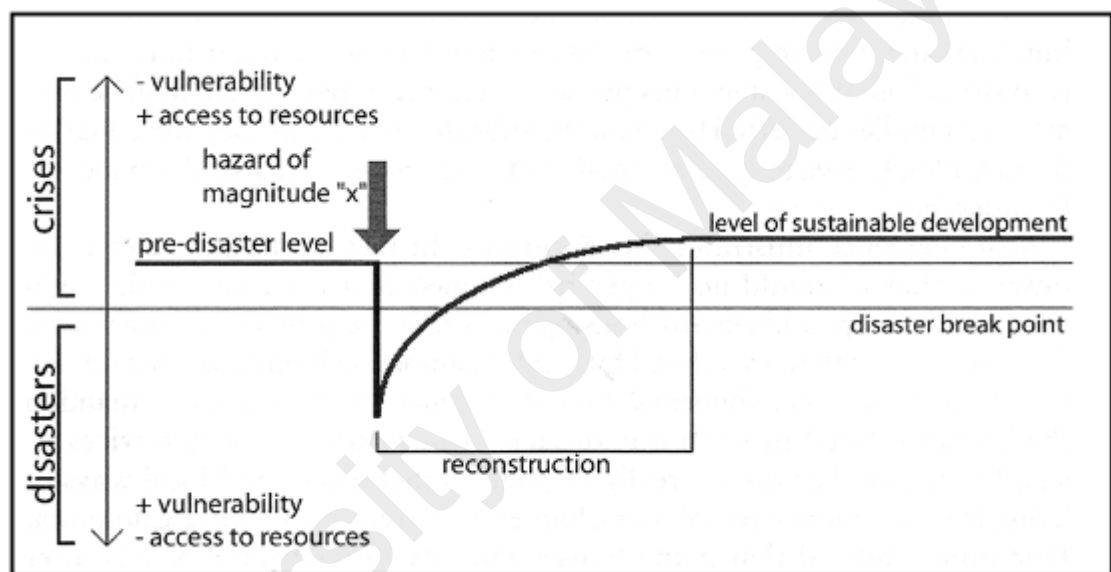
This classification is important for the reconstruction process where the main target groups are people who want to live in the reconstructed city. Any changes in the population of these three groups' causes further changes in the socio-cultural life in the post-war city.

#### **2.3.4 Reconstruction as Development Continuum**

Reconstruction can lead to a "boom-and-bust" economy when compared to the pre-war situation in which the process of rebuilding fuels temporary economic growth, but this is achieved at the expense of long-term sustainability for the local economy (Alexander, 2004). Activation of the local economy and restitution of employment is frequently more important for disaster victims than material aid after the emergency phase (Calame, 2005).

However, Potter, Binns, and Elliot (2008) indicated that in addition to economic issues, it encompassed social, environmental and ethical considerations; and its measurement may incorporate indicators of poverty, unemployment, inequality, and self-reliance. Conferring to this notion, urban design for post-disaster reconstruction is an opportunity

to create a new urban form and to develop strategies for promoting economic development as well as enhancing the quality of life in urban areas (Liu, Lin, & Wang, 2014). Lizarralde et al. (2010) defined post-disaster reconstruction as a process of improvement of pre-disaster conditions, targeted to achieve long-term local development (Figure 2.4). They highlighted two types of resources that determine the level of development including hard resources such as housing, infrastructure, and public services, etc. and soft resources, non-tangible or non-physical resources such as employment, education, and information.



**Figure 2.4:** Model illustrates the concepts of reconstruction

Source: Lizarralde et al. (2010)

Collins (2009) summarized a framework produced by Hatzius (1996) with the addition of the relationship of sustainability to disasters across sustainable development. In terms of social sustainability with a more social focus, there is an emphasis on putting people, the community, and livelihoods first. Disasters have a way of being interpreted more specifically in terms of human security and poverty. The framework also claims that sustainable development is considered more in terms of sustainable economic growth, particularly market based production. In this instance, disasters become more oriented to institutional security, infrastructure, and economic policies. In line with Hatzius

(1996), Nakagawa and Shaw (2004) also argued that post-disaster recovery processes should be considered as opportunities for development by revitalizing the local economy and upgrading the livelihoods and providing adequate living conditions.

Along with changes in the notion of development, measurement tools have also changed to encompass environmental, socio-cultural, and ethical aspects. According to this point of view, the destruction of cities wrought by war is viewed by planners as an opportunity to improve and revise pre-war defects and bring back prosperity to post-war cities with hard and soft resources (Couch & Dennemann, 2000).

To conclude this section, a distinction can be made between the theoretical and empirical work. Empirical work is, in most cases, derived from direct and participant observations using various methods of collecting data in the field. Few works are based on rigorous comparative fieldwork and findings that may be vastly different when performed on a small and limited sample when compared to a larger scale and wider scope. Theoretical research often deals with the conceptualization of the relationship between conflict, aid, and development agendas. Thus, rehabilitation, recovery, reconstruction, and rebuilding have all been used here interchangeably in reference to the efforts of rebuilding political, social, economic, spatial, environmental, technological, and intellectual structures for post-conflict societies (Kumar, 1997).

## **2.4 Specification of Post-war Reconstruction in Urban Areas**

The previous section demonstrated that reconstruction is a project with a series of actions designed to improve the economic, physical, social, and environmental conditions of an area that has been subject to change. This section explains the characteristics associated with urban reconstruction in war-torn cities.

#### **2.4.1 Scale of Destructions**

It is important to investigate the specifications of war destruction in an urban context to explain how this destruction involves the reconstruction process in urban areas. The significant effects of each war are despair and hopelessness resulting from destroyed housing areas, infrastructure, and a lack of an attractive daily life (Calame, 2005).

Despite the common outcomes in each war, the steps taken in recovery and stabilization as well as the duration of each level of reconstruction in war-torn cities are different due to the conditions of the war event and the scale of destruction (Amartunga & Haigh, 2011; Calame, 2005). Due to the different types of destruction (for example, occupation or aerial warfare) authorities, and policy-makers encounter a wide scope of devastation for reconstruction of urban areas and destroyed buildings after a war (Calame, 2005). Therefore, extensive fieldwork needs to identify the different impacts of war destruction whereas the vast range of destruction makes further difficulties in reconstruction of urban fabric.

#### **2.4.2 Reconstruction during the War**

The duration of incidents is different for each disaster. It may be a few seconds in an earthquake or a few weeks in a flood; however, war generally has a longer duration than natural disasters. Unlike most natural disasters, due to the long-term nature of conflicts, the time between rescue and rehabilitation could be several years in post-war cities. This long pause before the restoration process leads to problematic circumstances during the reconstruction phase (United Nations, 2008). Agrusa, Tanner, and Dupuis (2006) argued that reconstruction and the related aspects of restoration strongly depend on a war's duration. Long wars cause a longer interruption to normal life and this leads to more problems like mass immigration and abandoned cities during the reconstruction process (Cuny et al., 1983; Haas et al., 1977).

Reconstruction during the war is usually the result from long-term conflicts. In most natural disasters, the reconstruction and rebuilding movement starts immediately after the event. However, long-term wars need reconstruction that is on-going during the incident (Rabani, 1997). Calame (2005) claimed that reconstruction in Coventry, UK was stalled during the war and helps to preserve and strengthen the spirit among the people against a hostile army as well as strengthen the national will to defend the homeland. Rabani (1997) argued that reconstruction during a war prevents mass migration from war-torn cities and decreases social problems related to immigration to neighbouring provinces. He also mentioned that assisting a scattered population is more complicated and costly for governments. Furthermore, security cannot ultimately occur until the local population and the military are well placed to undertake certain types of stabilization projects (Natsios, 2005).

#### **2.4.3 Political Considerations for Reconstruction**

A post-conflict society needs time to rebuild itself, especially on a human and spiritual level. In natural disasters, other countries and international communities assist the country in crisis by sending vital resources and first aid in the emergency phase and financial assistance and funds for the reconstruction process. Nevertheless, in war conflicts, political considerations influence humanitarian services and funds. Calame (2005) and Kumar (1997) stressed that post-war reconstruction is tied to discernible political priorities and incentives while some governments and international stakeholders avoid helping war-damaged areas and victims to avoid being accused of partiality from the other side of the conflict. Bruchhaus (2002) argued this type of consideration in terms of political sanctions. He mentioned that in peacetime, there may be the need for humanitarian assistance and support for reconstruction and rehabilitation as in the case after such natural disasters as droughts, floods, and earthquakes, meanwhile development efforts go on as usual.

For example, reconstruction efforts in Iraq involved sanctions that were applied by the UN at the end of the first Gulf War. Eventually, this weakness in reconstruction required regime change during Operation Iraqi Freedom to fully rehabilitate Iraqi cities (Willsborgstede, 2001).

#### **2.4.4 Relocation of Cities for Reconstruction**

Relocation is the last solution for rebuilding. It proposes to avoid relocation or resettlement; unless it is essential for reasons of safety displacement is likely to exacerbate the impacts that a tragedy has on property, social connections, and livelihoods in rural and urban environments (United Nations, 2008). Moving people from such areas can cause psychological trauma and distress. The UN (2008) highlighted that when displacement is necessary, then the priority for those supporting displaced persons is to minimize, as far as is safe, the distance and duration of displacement.

Alexander (2004) argued that few communities are abandoned completely after disaster or relocated entirely to new sites in the discussion of land ownership and pattern of economic activities of relocation. The researcher claimed that there are various other reasons why geographical inertia prevails. For example, the existing pattern of land ownership usually remains after the disaster, which encourages reconstruction in situ by individual landowners. Secondly, the local population is usually keen to restore the pre-existing pattern of economic activities and social relations to regenerate the sense of community. Remaining at home or close to home enables survivors to support them and recover their livelihoods as well as helping to prevent problems arising from overland tenure.



However, relocation is not always worthless, occasionally to build a new city with modern facilities, a need to move and settle in new places is a good incentive (Rabani, 1997). It is more important to believe that relocation is not just as a physical act while it is related to a sense of the place towards the original people. A sense of place is the result of relationships between activities, conceptions, and physical attributes in the original place of a city (Groat & Wang, 2013).

Finding an appropriate geographic place and providing facilities and housing to move people is the first step of relocation. In an applicative experience to Khorramshahr, which was a war-torn city in Iran in 1988, one proposal plan for restoration was to create a new city in the safer place and change the ruin city to war museum. However, most of the residence opposed to this plan as sense of pre-war memories of original place (Rabani, 1997). The new location is a place that has no previous environmental and geographical problems and should be appropriate to the future development (Najarian et al., 1996).

## **2.5 Tourism Development and Urban Reconstruction**

The section discusses the advantages of tourism development by focusing on the post-war reconstruction in urban areas. This discussion provides a basic insight into the process of seeking tourism development by concentrating on resident lives and then more narrowly on the values and objectives of restoration and tourism development. This section first discusses the general aspects related to tourism development, and then investigates the aspects and relationships between tourism development and urban reconstruction in post-war cities. Before the discussion of urban tourism, the literature review explores the level of tourism's impact on the built environment to identify the scale of tourism development related to this inquiry.

### **2.5.1 Level of Tourism Development Plans**

Prior to investigate effect of tourism on urban reconstruction, it is important to explain the level and scale of tourism development plan. Inskeep (1994), Singh (2010), and Pearce (1995) classified tourism development levels due to the World Tourism Organization (WTO) strategies. According to these criteria, tourism developments contain five levels: international, national, regional, local, and site levels.

#### **a) International level**

This level consists of more than one country where includes areas such as international transportation services, joint tourism marketing, regional tourism policies, and standards, cooperation between sectors of member countries and other cooperative concerns (WTO, 2006). Tosun and Jenkins (1996) imply multinational regional planning consists of planning for an economic region that extends over the boundaries of more than one country, for example, any planning activity of the European Union for its member countries. This type of development emerges through treaties and agreements between countries, mostly in one geographical area with a joint political convergence. For instance, the Schengen area has made travelling between 25 member countries, including 22 European Union countries and 3 non-EU members much easier and less bureaucratic.

#### **b) National level**

Tourism planning at the national level is concerned with national tourism policy, structure planning, transportation networks within the country, major tourism attractions, national level facility and service standards, investment policy, tourism education and training, and marketing of tourism.

Perace (1995) argued that a major concern at the national level is to determine the most important regions to develop involvements of an examination of the country's tourist resources and the delimitation of one or several areas to develop into the national level. In other nations where tourism is already a significant activity, it evaluates where or how to on concentrates future growth.

#### c) Regional level

Tourism planning at a regional level generally is done by provinces or states that involve regional policy and infrastructure planning, regional access and transportation networks, and other related functions at this level (Tosun & Jenkins, 1996). Pearce (1995) demonstrated that regional levels are usually defined in terms of spatial associations for attractions and associated facilities. A major regional centre may serve as a gateway to the region and provide higher order services and functions.

#### d) Local level

Tourism planning at the local level contains sub-regions cities, towns, villages, resorts, rural areas, and some tourist attractions. This level of planning may focus on tourism area plans, land-use planning for resorts, and planning for other tourism facilities and attractions (Inskeep, 1994). The primary attractions, natural or historical, will commonly be a focus for planning at this level. The distinction between transport to and within the destination is a critical concern in local level. The range of accommodation types including residential housing, must mind and appropriate densities, and height limitations determined (Pearce, 1995).

#### e) Site level

The site planning level applies to plans for specific location of buildings and structures, recreational facilities, conservation and landscape areas, and other facilities carried out for specific development sites. It may also involve the design of buildings, structures, landscaping, and engineering design based on the site plan (Inskeep, 1994).

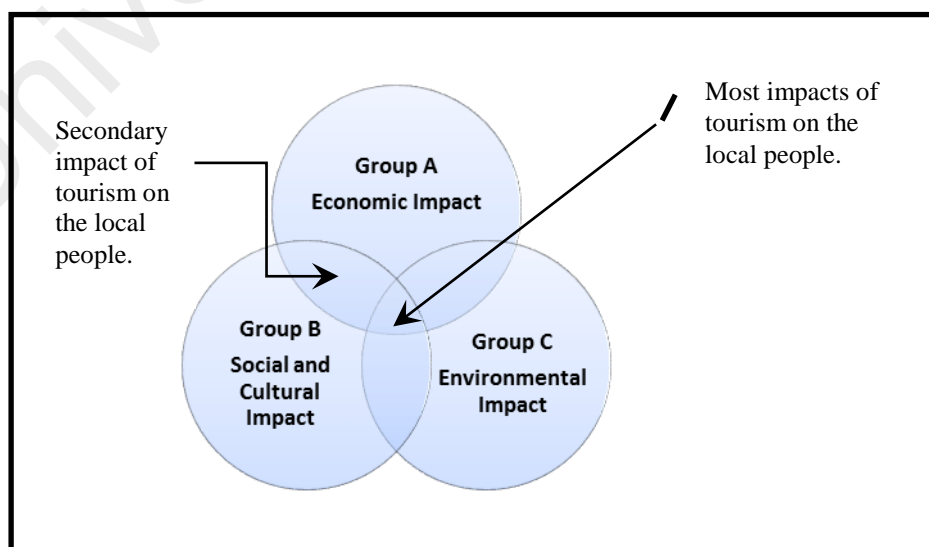
### **2.5.2 Tourism and Host Community Development**

As mentioned in the social aspects of reconstruction, the ultimate goal of post-war reconstruction is to provide adequate living conditions for the residents of ruined cities. In a sustainable tourism development, attention should be given to the impact of tourism on community development and benefit for the host community (Deery, Jago, & Fredline, 2012). The literature mentions that tourism can act as a development promoter to affect local people's life with prospering employment, investment and built environment aspects (Dexter, 1995; Khalid, 2010; Tiam, 2011; McKercher, Ho, & Cros, 2005; Meng, Wei & Yu, 2011; Roberts & Sykes, 2005; Timothy, 1995; Yu & Kwon, 2011). Tourism has been frequently described as a new source of wealth creation in deprived regions and less economically developed countries because it acts as the most viable means of stimulating local development (Novelli, Morgan & Nibigira, 2012).

The literature implies the role of tourism as a variable affecting phenomenon leading to the enhancement of people's lives. Dexter (1995) argued the quality of tourism employment in the long run, and demonstrated that tourism can be used as a catalyst to increase the number of career advancement opportunities and level of wages for residents working for the industry.

Regarding the impact of tourism on the built environment, Long and Allen (1990) examined the hypothetical model focus on tourism development in the built environment of the host community. The authors demonstrated that tourism development is viewed not as a goal; however, as a tool or means of community development.

In the most tourism development plans, the host community and host environment are two main subjects that are focused to evaluate the impact of tourism on local people's lives. Researchers have begun to explore the fact that indigenous communities are not only impacted by tourism; however, they respond to it through entrepreneurial activity (Long & Wall, 1996; Shaw & Williams, 2009; Telfer & Wall, 1996). Dong-Wan and Stewart (2001) and Galdini (2007) argued broad impacts of tourism that are sorted into three major groups: economic impact, socio-cultural impact, and environmental impact. Figure 2.5 shows that these three groups have shared values influenced by two or three factors. The greatest impact of tourism on the local people occurs on the shared areas affected with three groups under the influence of economic, socio-cultural, and environmental impacts (Dong-Wan & Stewartb, 2001; Galdini, 2007).



**Figure 2.5: Impacts of tourism**

Source :adapted from Galdini (2007) and Dong-Wan and Stewartb (2001)

### **2.5.3 Tourism as a Peace Promoter for Post-war Reconstruction**

The creation of a peaceful environment is one of the main objectives in post-war reconstruction. The section discusses the particular capacity of tourism in the post-war cities as a peace promoter factor. War-torn regions seek to free themselves from the atmosphere of conflict, although conflict generally remains many years after the end of a war (D'Amore & Jafari, 1998). Robinson (1998) and Minho (2007) recognized tourism as a promoter of peace and argued that the tourism industry could play an integral role in the world's quest for peace. Causevic and Lynch (2013) claimed that tourism can act as an agent for peace in post-conflict social reconciliation while the main causes of international war is that people have no acquaintances about each other. They explained that tourism and peace have been re-engaged with the idea that the possibilities for tourism to act as an agent of peace in post-conflict social reconciliation. Similarly, Yassin (2011) demonstrated that sustain peace was radically led to economic growth and the creation of prosperity for residents in the reconstruction process of Beirut. Smith (1998) discussed that tourism is a vital force for peace and argued that peace through tourism remains a global objective; however, as a theme initially heralded. It is a fact that acquaintances effectuate amity and tourism as an essential element of acquaintance; thus, tourism is the most convenient method that can create peace between peoples of different religions, customs, and cultures.

Conferring to the matter that how tourism promotes peace, Gelbman and Maoz (2011) mentioned that peace is a significant factor and central component for the development of border areas. When bilateral relations between two neighbouring countries are good, crossing the border in either direction is relatively easy, and the issues help both sides to attain sustainable peace leading to a long-term development plan. D'Amore (1988) and Gelbman and Maoz (2011) argued that tourism also acts as a social force that contributes and promotes international understanding, cooperation, and global goodwill

in establishing and keeping world peace. Sharpley et al. (2002) argued that various types of tourists have different expectations, which need to be met in the host community and stated that one of these various expectations can be the promotion of peace.

In summary, any positive change in post-war regions need stability and tourism can provide peace and social stability in the development and regeneration in a new era in the post-war condition. The ultimate completion of reconstruction is from the responses for needs of the people; therefore, tourism can act as a promoter of peace in the way that people understand each other and have cultural interactions (Weaver, 2011). In the result of this effect, obtaining sustainable development is more feasible to the response local people's lives.

#### **2.5.4 War Remnants as Tourist Attractions**

As mentioned in the previous chapter, built environment researchers minimally explored the potential of tourism for post-war reconstruction. Regarding war and tourism, several researchers investigated the cities and camps from the Holocaust as a subject in post-war tourism impact (Alneng, 2002; Biran et al., 2011; Cohen, 2011; Podoshen & Hunt, 2011). Podoshen and Hunt (2011) found that Jewish tourists from around the world were attracted to historic Holocaust sites located in Eastern Europe. Meanwhile, Biran et al. (2011) clarified the relationship between the symbolic meanings assigned to the site and the core elements of the tourist experience for the Auschwitz-Birkenau death camp and explained how Auschwitz offers a heritage experience of the Second World War. Ashworth (2010) discussed the impact of Schindler tourists in the Kazimierz district of Kraków, which was one of the largest and oldest districts of legalized continuous Jewish settlement in Poland.

In conclusion, most related literature to date indicated the negative effects of war on tourism development (Smith, 1998). However, Biran et al. (2011) clarified the relationship between the symbolic meanings assigned to the site and core elements of the tourist experience in the Auschwitz-Birkenau death camp. They highlighted aspects of the tourist experience, which are important to the conceptualization of tourism, namely the motivation for visiting and sought benefits for on-site interpretation. Post-war remembrances as post-war memories remind people of their social history, provide a correlation, and helps to develop empathy with citizens as tourists (Gurler & Ozer, 2013). Tourists want to cross a border and see what is on the other side, which is in line with the argument that tourism actually allows engagement with stimuli that contrasts with everyday experiences (Causevic & Lynch, 2013). Therefore, post-war cities became a tourism attraction by virtue of natural curiosity.

## **2.6 Reviews of Urban Reconstruction Strategies through Tourism Development**

This section explored some key concepts regarding effective post-war reconstruction and tourism development that emerged from recent studies. Among numerous war ruined cities around the world, this research will highlight six cases to illustrate the strategies within city/country that have been successful in the restoration and reconstruction after war through the promotion of tourism or reconstruction of cultural heritage. According to the context of Khorramshahr, cases were selected that directly relate to the river context and waterfront, or had similarities between the Khorramshahr post-war tourism plan (Chapter 4 section 4.7.5) that is concerned with protecting and preserving the achievements and effects of the war and religious sites. They provide evidence that each post-conflict reconstruction strategy is unique and bound to the contextual environment of a given city. These cities have been selected according to these criteria



- i. The selected city/country should have experienced post-war reconstruction and/or the problems that arise after reconstruction.
- ii. The selection of the city/country should allow for consideration of the different scales of tourism development plans in post-war regions, including the national, urban and site levels.
- iii. Emerging different procedures in terms of tourism in post-war regions and cities should be evident.
- iv. The role of the contributed concepts in tourism and reconstruction should be debated.
- v. The city/country should be selected from different parts of the world, including Asia, the Middle East, and Europe.

The last part of the section compares the selected cities in relation to these criteria.

#### **2.6.1 Post-war Tourism as a Catalyst for Country Development in Vietnam**

Vietnam is a republic socialist country, which is located in Southeast Asia, and has had one of the most significant economic growths in this region. It seeks to become a developed country by 2020. In the 19th century, Vietnam was one of the French colonies. During the World War Two, it was occupied by Japan and in 1945 achieved its independence; however, Vietnam divided into a north part with a Communist system and a south part with a non-Communist government. This division was the foundation for one of the most devastating wars after World War Two. In 1965, the Vietnam War started by sending USA military forces to help South Vietnam, this war lasted 10 years.

Over several decades after the Vietnam War, some remaining areas of this war became tourism attractions by the government and this was welcomed by tourists. Hence, 20 years after the war in Vietnam, the government tried to develop the country with post-war tourism (Nguyen & Le Van 1997). Vietnam adopted tourism as a stimulation

sustainable development model when its 6th party Congress approved economic restrictions plan in 1986 (Henderson, 2000). The government in Vietnam changed a number of areas where in the Vietnam War with USA forces and North Vietnam with South Vietnamese forces, into tourism attractions with the aim of increasing its GDP and employment as well as strengthening patriotic feelings (Agrusa, et al., 2006). The plan was based on specific geographical locations in the country, which contains three regions: Northern Part, Northern Central Part, and South Central and Southern Part. Each of these regions offers sites related as to the heritage of standing up to the USA and national salvation. Pearce (1995) argued that this national plan for post-war tourism development used the Node and Cluster plan for which the pattern of distribution might also be described in terms of nodes, individually or clustered, and the routes that connect them. Both perspectives are incorporated into the discussion below and the three zones, which together represent a network of attractions linked by the theme of wartime heritage, are used as a framework. Certain nodes, such as major cities, offer a diversity of features of interest to tourists in addition to those related to wartime heritage. Therefore, they exercise considerable power as attractors (Henderson, 2000).

In Node and Cluster plans, connections between nodes are the main concept that is based on a particular form of geography in Vietnam as a north-south oriented country. The government had considered transportation systems between clusters to establish connections between the centres. The route has also been supplied with air and land transport services. The number of tourists increased from 54,353 in 1986 to 1.6 million in 1996, when government submitted the master plan for tourism to the WTO in 1995–2010 (Henderson, 2000).

To conclude, in Vietnam the geographic division regions were defined by a core city that was usually the largest city in each region. Planners made an effort to describe the war history with the remaining post-war results such as bridges, museums, shelters, and

underground tunnels. For example, Cu Chi tunnels are one of the most effective ways of defence against American bombs and today it is used as a war museum. Other tourism attractions include destroyed infrastructure such as Long Bien Bridge, which was a strategic target during the American war and was attacked on about 200 occasions by bombers. Furthermore, in this plan, a number of residential places from during the Vietnam War, which were destroyed by bombings, were changed into tourist attractions.

### **2.6.2 Churches as Focal Points of Reconstruction in Cologne**

Cologne is the fourth-largest city in Germany located in the North Rhine-Westphalia state and the Rhine-Ruhr area. It is one of the major European metropolitan areas with more than 10 million inhabitants in 2014 (*Statistisches Bundesamt Deutschland*, 2014). The Rhine River runs through the town and gives it a specific outlook. With more than 2,000 years of history, the city is one of the oldest towns in Germany and had possessed a large number of extremely important historic buildings and many medieval churches.

Cologne lost the greater portion of their housing from aerial bombardments during the Second World War. According to a May 1939 housing census, Cologne had a population of 768,352 inhabitants and 252,373 dwellings. By May 1945, Cologne once famed for its religious buildings and architectural heritage became little more than a showpiece of destruction with only 63,000 dwellings remaining inhabitable (Deeming, 2010). When the U.S army entered Cologne in March 1945, a little over 100,000 people were still living on the left and right side of the river and nine-tenths of the old city lay in ruin with 32 million tons of rubble filling the streets and public squares (Stegers, 2003). The destruction of cultural heritage was extensive. Before the Second World War, 33 old churches had been located in Cologne's old city. Of these, four small ones had been totally destroyed in the war, but the rest, while badly damaged, could potentially be restored at least in part (Diefendorf, 1993).

In the summer of 1945, two memoranda by local Cologne architects, the first by Karl Band and the second by Wilhelm Riphahn were presented to the Mayor. Band tended towards traditionalism by thinking primarily of the sense of home and locality but Riphahn tended towards modernism by focusing on traffic (Stegers, 2003).

However, beginning in 1948, the plans of Rudolf Schwarz gradually became public. Following Joseph Stiibben in the last quarter of the 19th century and Fritz Schumacher in the first quarter of the 20th century, Schwarz was the third great planner of Cologne when he was the actual head of Cologne's reconstruction planning office (Stegers, 2003). He advocated rebuilding the churches and making them the focal points of revived quarters or neighborhoods. Diefendorf (1993) claimed that the strongest sentiment to emerge from public lectures was the encouragement of architects to build new churches in new styles on the old sites but to allow plenty of time perhaps generations for the completion of his process to ensure the construction of outstanding buildings truly in tune with the new age. The basic street structure ought to be retained, he thought, except for major new high-capacity traffic arteries that would cut through the city in both north-south and east-west directions (Diefendorf, 1993).

Schwarz's proposals for the reconstruction and rebuilding of Cologne included the *Hochstadt* as the site of spiritual elevation linked to the parishes structuring the old town (Whyte, 2003). Cologne also saw a reduction in population density in the urban center and a concentration of new residential estates in suburban areas by a new form of construction with housing orientated away from the street and set in green spaces (Deeming, 2010; Stegers, 2003).

To conclude, Schwarz's plan was vastly conservative and adhered to the traditional character of the city whereas the city's identity was defined by its cultural and architectural treasures (Deeming, 2010). Schwarz's post-war vision of a *Hochstadt* was the essential focus of the city, both physically and spiritually, consequently, apart from the restoration of the major monuments, the buildings in the old city should be modern but at the same time embody the spirit of local architecture (Stegers, 2003).

### **2.6.3 Connection Between Cultural Heritage and Reconstructed Urban Fabric in Rouen**

Rouen is an old city with a history of over a 1,000 years. It is the historic capital city of Normandy located in north of France. Notre Dame Cathedral, which is one of the most famous historic architectural structures in Europe, was built in the 12th century in early Gothic style in Rouen. As a result of existing historical buildings and cultural heritage, Rouen has been a tourist destination from the Medieval times (Gordon, 1998). Notre Dame Cathedral has been changed and reconstructed over the time. The last change was after the cathedral was bombed in April 1944 during World War Two. During that time, some parts of the south aisle, two rose windows, and the oldest tower, called the North Tower damaged. Reconstruction of these parts after World War Two was the last change in this historical building.

As a city, which has an old background in the tourism and it was not difficult to use for restoration after World War Two. Owen (1990) stated that tourism is no stranger to Rouen, a city that has long been featured in the guidebooks. With most of the historical buildings remaining and the medieval quarter after World War Two was the best occasion for reconstruction damage parts with tourism development principles (Gordon, 1998). During the Second World War, the main target of the bombing campaign was factories; and industrial areas were located on the riverside. Thus, the historical fabric in the downtown area remained safer than the port.

The tourism plan for the city was based on connecting these two different parts: the historical city centre and the new fabric of along the riverside. The new fabric of Rouen was rebuilt after World War Two in a modern style. The riverfront areas were reconstructed to a good standard in a modern style; with the former, potentially obsolete commercial sites being changed to housing, parks, leisure facilities, and an imposing local government and police headquarters. Owen (1990) demonstrated that developing transportation was the main step for the infrastructure role in tourism redevelopment. He mentioned that Rouen achieved this aim with two-level road and tunnel beneath that was made to invigorate the city centre through traffic connected the historical towns in the southern part. To provide financial resources for the tourism development plans, the government had a new strategy to encourage proprietors and owners to investment in structural restoration and on the facades under government management. The government gathered small investments in this massive project and gave the sense of public participation to its citizens. They obtained trust for cooperation in other mass constructions by building a two-level road along the river and a tunnel beneath to connect the cathedral and invigorate the city centre of through traffic (Couch et al., 2003). Another considerable point in Rouen was the implementation in this project in the poorer districts of the north eastern area with lower levels of participation. Authorities have implemented the financial support of national investment banks in these poor districts (Owen, 1990).

Finally, Rouen is a successful example of merging cultural tourism into the historical fabric and post-war urban reconstruction by rebuilding the industrial parts of the damaged areas on one side of the river and strengthen the historic areas on the other side by improving transportation and infrastructure for easy accessibility from the old part to the new part and developed fabrics.

Moreover, the church has the important role in the cultural heritage and in the development of tourism in Rouen. It also is a landmark in the connection between pre-war historical fabrics and post-war urban development along two sides of a river.

#### **2.6.4 Reconstruction of Historical Fabric as Tourist Attractions in Valletta**

Valletta is the capital city of Malta, located in the central-eastern part of the main island. As an important strategic position of British colony, Malta had been rapidly engaged in World War Two. Valletta, together with its suburb, Floriana, and the three cities of Birgu, L'Isla, and Bormla that surround the Grand Harbour were the principal targets for bombings, as military installations and administration were concentrated there (Chapman, 2005). Valletta's history is unusually rich and varied, which is listed as a UNESCO world heritage site for its rich historical architecture to be 'an ideal creation of the late Renaissance' (Owen, 1990). According to the Malta Travel Agency (2009), Malta attracted more than 1.1 million tourists in 2009.

The plans for restoration of Valletta itself were concerned largely with the reconstruction and the opening up of new civic squares that were created as part of the post-war reconstruction (A. Smith, 2010). One example of a completed scheme of these squares was the creation of St John's Square as a civic space enhancing the setting of St John's Cathedral in the centre of Valletta (Chapman, 2005; Owen, 1990). The capital city function has been emphasized by converting historical buildings into national institutions. For example, the Opera House is a notable building casualty of the war and was reconstructed as Freedom Square (Figure 2.6). The British Garrison Chapel has been converted into the Stock Exchange and the prestigious Knights' buildings have been converted into the National Archaeology Museum and the National Museum of Fine Arts. New openings privileging the Co-Cathedral and the newer Law Courts

building also were created to restore Valletta's dignity after the loss of several prestigious buildings during the war (Chapman, 2005; A. Smith, 2010).

In terms of tourism development, the city is popular with tourists. Valletta's intact city walls and coherent architecture means it has more similarities with a medieval fortress than with a contemporary city (A. Smith, 2010). Grid-shape streets and narrow alley is reminiscent of the past 400 years in urban area and architectural history was the most attractive urban tourism in Valletta (Figure 2.7).



**Figure 2.6:** The ruins of the Opera House, destroyed during World War Two.

Source: Smith (2010)



**Figure 2.7:** Grid-shape streets patterns in Valletta

Source: Attard and Ison (2010)



The uniform grid pattern is adorned with statues on almost every corner, and the open spaces and national institutions established since World War Two have enhanced the monumentality of central districts (A. Smith, 2010). These tourism attractions were the intact historical fabric in the urban and architectural buildings has remained from the 16th century (McCarthy, 2003).

In fact, tourism development plans in Valletta were based on the protection of historic buildings against invasion of mass construction in the modernism period after World War Two (Owen, 1990). However, there are clear tensions in Malta between the need for economic development by means of tourism and the need for the protection of environmental quality and historic heritage (McCarthy, 2004). These tensions were strengthened by overpopulation resulting from mass tourism from a lack of infrastructure and urban services for residents in the early 1970s (Owen, 1990). This deterioration commenced with a tourist boom, which led to increased traffic, clogged city transportation, and shortages in water and power. Valletta had two different periods of tourism development. The first period started with the self-catering apartment mostly located in the historic fabric that worked as tourist accommodations in the 1970s. There was not any scheduled plan for tourism development from government and authorities in this period (Owen, 1990). After 10 years with an increasing number of tourists, this type of accommodation was not an appropriate response to around 700,000 tourists yearly. Accordingly, in 1984, the numbers of tourists decreased from 730,000 to 500,000 (The World Bank, 2013). The authorities decided to resolve this with the WTO plan for tourism development and the financial support of The UN with two parallel solutions. In the comprehensive plan, infrastructure was improved while a new plan was designed to develop residential areas by the WTO. In addition, more funding was spent by the government in tourism accommodation with building new and modern hotels and advertising for tourism development (Owen, 1990).

To conclude, Valletta is a successful model of worldwide cooperation for the comprehensive growth of tourism to preserve the remarkable historic fabric after the war. Post-war reconstruction and new development have remained in character, with modern additions usually occurring by internal conversion of old buildings or by creation of new structures in the traditional architectural style. The grid-shaped street pattern, of which this compact city is a unique example, has been retained (Owen, 1990). In contrast with Rouen, Valletta had no opportunity for the reconstruction of urban areas as new fabrics because of the land limitations in the historical fabric surrounded by the sea. Important lessons for urban design and reconstruction planning in Valletta had two main features including, well-proportioned streets and use of strong urban blocks that matched the heights and proportions of the historic urban forms (Chapman, 2005).

#### **2.6.5 Urban Modernity as Tourism Development in Rotterdam**

Rotterdam is the second-largest city in the Netherlands with a population about half a million and the largest cargo port in Europe (Touwen, 2014). In the recent decade, Rotterdam has changed into the cultural capital of Europe, the city of architecture and art, and international events and festivals. Rotterdam succeeded in adapting to new conditions of urban competition by the physical reconstruction of its central area and re-imagining its cultural identity on an international level (McCarthy, 1998).

The city centre of Rotterdam was severely destroyed in the bombings of 1940. It was reconstructed in the post-war period with broad streets separate the central area from internal areas. In the 1940s and 1950s, the development of the city's port was prioritized because of the need for economic reconstruction (Owen, 1990). Concerning to the mass destruction of war, the priority was the expansion of the city's housing. In the 1970s and 1980s, the focus shifted to the restoration of decaying inner-city residential districts

(McCarthy, 1998). Since the early 1980s, the office sector was developed dramatically and mainly as a consequence of investment by pension funds and insurance and shipping companies. The cities re-imagining by the development of new cultural and recreational uses with the expansion for the city centre across the river. The city has completed a long-term process of regeneration and reconstruction (McCarthy, 1998).

In Rotterdam, tourists are attracted to urban places because of its iconic buildings, urban spaces, and landmarks. Making new architectural buildings, landscapes, and urban outlooks created tourism attractions in urban space of Rotterdam. This issue has also been described as a process in which built environments serve as marketable destinations to lure visitors, investments, and media attention (Chang, 2010). A new movement was made to change the face of Rotterdam and modernize the city in preparation for entering the 3rd millennium. These changes of regeneration in the 1970s and 1980s were so great and effective that it compares to the massive reconstruction after World War Two (Owen, 1990).

There have been two major shocks that have precipitated large-scale reconstruction in Rotterdam including the bombing of the central area in 1940 and the closure of the upstream docks during the 1970s and 1980s (Owen, 1990). By tourism development, the city-centre and facilities commenced new changes with developing transportation to connect the old part of the city centre to the new developed urban regions. Inner-city transportation in the centre is equipped with modern and fast vehicles, carriageways, and suburban railways as well as nice sidewalks for tourists to walk through the riverside and city centre. In the city centre a new library and a large indoor leisure pool was made in the 1990s. Rotterdam is a prosperous city in urban tourism as caused by two principals.

The first principal is utilizing new and modern architecture to achieve an elegant look for attractions; and the second principal made accessibility to the cultural tourism attractions in the city centre available by fast and accurate transportation between the newly developed urban areas along the riverside and the downtown area. In this process of development, the authorities even moved the airport to build a new highway.

Regarding urban tourism policy, Valletta and Rotterdam utilized two different approaches. Valletta developed the tourism aspects in the historical fabric without changing its historical urban forms. In contrast, Rotterdam is a prosperous city to build modern and glamorous buildings as a tourist attraction for tourists who want to see modern architecture. In comparison with Rouen, which was attended by historical tourism, Rotterdam used modern urban tourism as a potential to attract tourists and build momentum for its restoration approach.

#### **2.6.6 Tourism Attraction within the Damaged Fabric of Beirut**

Beirut is one of the most beautiful cities in Asia and was known as the Paris of the Middle East before the civil war in the 1970s. A number of war wounds in the regions suffered the city in the past 50 years. In the most recent four decades, Beirut has been involved in civil and foreign wars similar to the civil War in the 1980s and Israeli air attacks in 2006. Fifteen years of civil war (1975–1990) and regional tensions have altered the physical characteristics as well as the economic and social structure of Lebanon (El Asmar & Taki, 2014). Moreover, conflicts in neighbouring countries such as Syria and the Palestinian Territories, which involved large waves of displaced populations. For example, most of the 100,000 Palestinian refugees who fled the first Arab–Israeli war settled in camps on the outskirts of Beirut (Yassin, 2011).

The urban reconstruction project of Beirut in 1992 aimed to rebuild the downtown of Beirut, which was destroyed during the war 1975–1990. During 16 years of war, the government's economic power had been depleted. One of the specific features of Beirut is the mixed population of Christians and Muslims. During the Civil War, the east part of Beirut belonged to the Christians and the Muslims lived in the west part. The border between these two areas was the most destroyed, which is known Martyr's Square. The plan for reconstruction focused the city centre as a historical and cultural heart of Lebanon and the main purpose of their program was to provide tourist attractions as well as signs of urban identity (Figure 2.8).



**Figure 2.8:** Reconstruction of a square as an urban space in Beirut

Source: Yassin(2011)

Ruined parts were more than the government economic forces, so the specific issue for this project was in the investment private sectors and sharing investment with funding by the owners and finances. Municipal authorities were severely weakened or disorganized, active professionals must then turn to other institutional frameworks. The first framework involved a most interesting surrogate for a municipal authority that used

private investment (Calame, 2005). Despite most reconstruction plans, the main financial resources for reconstruction in Beirut was provided by the private sector when the financial resource of governments were depleted due to the civil war (Nasser, 2010). The individual impact of the reconstruction process throughout the 16 years of war were mainly cosmetic repairs and make-do strategies, which depended on owners, tenants, or illegal refugees before the comprehensive plan was put in place (Samara, 1996).

Buildings located in the city centre are different and diverse including hospitals, hotels, the UN offices, business offices, banks, museums, exhibitions, and markets. The complexity of designing a reconstruction plan is more considerable when planners are encountered with the diversity of architectural styles in Beirut, which is a combination of European, Byzantine, and Arabic architecture along with diverse usages for buildings (Couch & Dennemann, 2000; Samara, 1996). Four hundred architects and archaeologist worked on the reconstruction and restoration of valuable buildings in the downtown of Beirut under UNESCO supervisor. In this way, the original facades of the buildings were preserved and became a highly touted feature of the new city centre, i.e. the development of public spaces, which was uncommon prior to the war (Owen, 1990). To rebuild the coastline, trashed beaches were cleared and turned into a seaside amusement park with walking pedestrian ways on an area that is 8 hectares. The redevelopment plan boasts a wide tree-lined promenade along the coast and public squares and parks (Nagel, 2002). Although significant efforts in the reconstruction of the city centre to draw tourists and many new public spaces are organized around archaeological sites uncovered during the demolitions of war-torn buildings, which change the face of the city centre into a tourist attraction.

The priority given to ecological preservation reflects the purposefulness for the plans to attract national and international attention because it was done with unique management of the Solidere Corporation established in 1992 (Calame, 2005). Prime Minister Rafiq Hariri supported Solidere by buying 20% of the shares of this company. Solidere could absorb million dollars of investment that provide thousands of jobs in Beirut, which was effective in the economic boom of the city. Calame (2005) claimed that the Solidere Corporation attracted the best professional talent, foreign and native, to the city with a clear set of objectives, ample funds, and an innovative business model that all stand in sharp contrast to national and municipal offices, which appeared demoralized, disorganized, and decrepit by comparison. The next innovative issue of this project was the degree of professionalization. It relied on a state-of-the-art, technocratic approach in the planning to emphasize both the outside world and the country itself. Consequently, the project meant as a model of the "world-class" globally integrated company that is possible in a Lebanon and once again a vanguard of modernity in the Middle East (Nasr & Verdeil, 2008). The development strategy proposed by Solidere was originally part of a national Lebanese economic recovery project called 'Horizon 2000', created by the Council for Development and Reconstruction. The Horizon plan was part of a national recovery scenario that had the ambitious hope of complete reconstruction and recovery by 2007. However, such dates and projections have had to be continually revised following dramatic downturns and swings in the prosperity of Solidere between 1998 and 2002 (Charlesworth, 2007). Some other planners criticized Solidere projects, it created an elegant area just for a special class of people who were in the wealthy stratum of society and rich tourists from Arabian and Europe countries (Calame, 2005). On the other hand, some critics claim that in this project, minor contracts were given to local contractors and major funding was benefited by foreign companies that resulted in the transfer funds out of

the country (Ragab, 2011). After the assassination of Rafiq Hariri and the government, President Emile Lahoud changed the aims of the reconstruction program with the main focus on the reconstruction of the rest of the country. Numerous buildings in central Beirut were left in a semi active condition, when the Syrian military forces vacated Lebanon in April 2005, the city attempted its revival as an economic and tourism center (Yassin, 2012).

In conclusion, the reconstruction of Beirut is undeniably a potent national symbol. Nevertheless, the Solidere project affected only 1.8 square kilometres, approximately one-tenth of the destroyed city area, while little attention has been paid to the wider metropolitan region in formulating planning strategies for the post-war city (Charlesworth, 2007). Even though this plan can be one of the most successful projects in the Middle East and could attract foreign investment as well as creating an attractive city centre for tourism lead to transform Beirut from the war-torn city to one of the first destinations for tourists in the Middle East. Beirut has successively been seen as the icon of the war-destroyed city, and then as the symbol of a city rebirth through the reconstruction of its city centre, and sold as a booming touristic destination to natives of the Persian Gulf (Nasr & Verdeil, 2008). This type of sharing investment led to the reconstruction for national demands that all Lebanese people were involved in the reconstruction process while the project had the ultimate goal to build a united Lebanon in urban reconstruction projects (Yassin, 2012).

#### **2.6.7 Comparison of Post-war Reconstruction Regarding Tourism**

The summary of six discussed strategies of post-war situations, towards reconstruction and tourism can be explained in the table below. Table 2.1 compares the main aspects of reconstruction and post-war tourism of six cities in five columns. The first column of the table is the type of reconstructed tourism attractions as the main potential for



development plan and the relations of the attractions to post-war issues. For example, Vietnam tourism attraction was directly related to post-war memorials; however, in others, post-war reconstruction provides opportunities for developing tourism in a city coastal park (Beirut), a riverside (Rotterdam and Rouen), historical squares and cultural heritage (Cologne and Valletta), and modern architectural buildings (Rotterdam). Financial support, executive management, and supervision are the main aspects (Table 2.1). These items are a guarantee for failure or success in every project implication. It cannot be assumed that political and funding support will be maintained throughout the period needed for recovery. Financial resources for reconstruction are invariably limited and usually dependent on attracting external assistance or investment, like what was done in Valletta and Beirut. By contrast, Rotterdam appears to have taken on board the notion of post-war heritage with action by local authorities, private initiatives, and strong public interest.

Moreover, notable points and procedures in each city will be explained in the last two columns of the table. This part of table highlights the implemented plan and different strategy to develop tourism regarding reconstruction and restoration process. It relates to the strategy of). The next strategy was to build new buildings in new styles on the old sites (for rebuilding, whether the city was reconstructed in the style it once was (as in the historical rebuilding of Valletta) or whether it was reconstructed anew (as in the modernist rebuilding of Rotterdam example, Cologne) but to allow plenty of time perhaps generations for the completion of his process to ensure the construction of outstanding buildings truly in tune with the new age.

**Table 2.1:** Post-war tourism and reconstruction strategy of six case examples

Location	Tourism Attraction Regarding Post - war Reconstruction	Financial Resources	Management / Supervision	Considerable Aspects of Reconstruction Plan	Procedure/ Strategy for Tourism promotion
Vietnam	Post - war remained as attractions (e.g. Museum - tunnel - in the country)	Government investment	Government and world tourism organization	Comprehensive plan to use tourism as a catalyst for country development	Define three cities as centres of region in the country and connect them with air and land transportation system
Cologne	Historical Churches and quarters as cultural heritages	Governmental and international aid	Local authority	Reduction of population density in the urban centre and a concentration of new residential estates in suburban areas	Reconstruction of churches as the focal points of revived quarters or neighbourhoods
Rouen	Traditional and cultural city centre	1 - Landlords 2 - National investment bank	Government	Rebuild ruined part in modern style for tourism comfort connected to the downtown	Fast accessibility to the historical city centre with improving transportation system
Valletta	Historical urban style and architecture	The United Nations	Government and World Tourism Organization	Attract tourists without any trend to mass reconstruction and change the traditional face of the city.	1 - Self-catering in first phase of tourism development 2 - Improve infrastructure and accommodation in second wave of tourism development
Rotterdam	Riverside outlooks (Ecotourism) and Modern new City centre	Government investment	Local and central government	New comprehensive plan with fast transportation and use new buildings and urban as architectural tourism attractions	Improve transportation system and fast access to harbour and modern city centre, which is created by acclaimed architectural buildings as tourist attractions.
Beirut	City centre and coastland	Share local and international investments	Private sector (Solider)	1 - Attracting local people and international agency for shared investment 2 - Encourage people to participate in the national project.	Reconstructing the downtown of Beirut to provide tourist attraction as well as the sign of urban identity with regard historical buildings and regenerate beach with leisure park.

## **2.7 Relevant Concepts of Urban Reconstruction and Tourism development**

In this research, tourism and reconstruction are seen as having a jointly reinforcing effect in terms of urban restoration purposes and objectives. Thus, the interrelation between tourism and reconstruction cannot be neglected and needs to be studied. This part identifies the similar perspectives that emerge from both tourism studies and reconstruction studies as well as case examples that aim to highlight the interrelationship connecting the two perspectives, and identifies some concepts that explore this interaction. Maxwell and Van den berg (2012) indicated that verbal abstraction drawn from observation of a number of specific cases and existing literature. They defined the concepts that refer to the verbal world to express phenomena verbally in theoretical definitions. Hartley (2004) demonstrated that data collection and analysis in the case study research may be organized around certain topics or key themes. Finally, the data needs to be examined to see how far they fit or fail to fit the expected categories.

Yu and Kwon (2011) argued that urban reconstruction is a project with a series of actions designed to accomplish improvement in the economic, physical, social, and environment conditions of an area that has been subject to change as well as a systematic program developed to reconstruct the urban spatial structure, improve infrastructure, and foster its natural functions. Couch and Dennemann (2000) demonstrated that the primary aim of urban recovery is to improve three major aspects. The first aspect is to upgrade a whole neighbourhood through improving blighted areas. The second aspect ameliorates the traffic situation. The third aspect provides open space and better urban infrastructure. On the other hand, Roberts and Sykes (2005) explained a process of urban restoration that environmental, social, and the output of the process emerges in five aspects: training and education, neighboured strategy, environmental action, economic development, and physical improvement.

They defined reconstruction as a situation in the built environment actions, which is done to improve urban aspects to attain the main goals of regeneration. Tourism researchers have investigated urban tourism regarding the effect to the life of residents (section 2.5) and urban components. In terms of effect of tourism in urban areas, Craggs and Schofield (2010) implied that the model illustrates the interrelationship between elements of the inner-city urban tourism system demonstrated by Jansen-Verbeke (1986). They classified urban components regarding tourism in the inner city as primary, secondary and conditional elements. The primary elements include a variety of potentials and facilities that divide the inner city into an activity place and a leisure setting. The secondary elements consist of the supporting facilities and services that contribute to the primary function of urban tourism, which is consumed by tourists during their visits (e.g. hotels, catering outlets, and shopping facilities). Lastly, the additional elements consist of the tourism infrastructure that conditions the visit. For example, accessibility to and around the inner city, parking, transport provision, and tourist-specific services such as tourist information centers, guides, maps, and promotional leaflets.

Some researchers examine the role of cultural heritage tourism in the development or success of restoration plans. Currid-Halkett and Stolarick (2010) and Alvarez (2010) argued that cities have created spaces, activities, and spectacles for the consumption of residents and tourists where visitors and residents enjoy the same activities and consume the new urban culture. Pearce (1995) stressed that the problems faced by ruined cities are similar to those of other urban centres. However, certain conflicts may be heightened by the form of those towns and the need to preserve their existing fabric. He mentioned that extra care must be taken for the construction of tourist facilities such as hotels, to reduce contrast in style between the new and the old. Evans (2000) and Smith (2007) argued that tourism can act as a catalyst for restoring cultural quarters, heritage

sites, museums, events, and creative businesses become the principal factor of culture and tourism in the various experiences of the regeneration process. They emphasized that one of the leading values of city identity is the cultural heritage, which has the main character in urban and architecture, and tourism is the primary known methods in preserving the cultural heritage in terms of using them as tourism attractions. With a different perspective, Sharpley et al. (2002) and Hall and Jenkins (1989) stated that tourism development was tied to urban revitalization regarding the development of inner-city leisure spaces, waterfront redevelopment, festival market-places, casinos, conference centres, and sports places. However, Ashworth and Phelps (2002) indicated that the heritage of the built environment is the outcome of individual and group consciousness related to a sense of place, embedded in the meanings of values of different communities. Bożętko (2013) sought city identity through the lens of tourism when he argued tourism could bring considerable benefits by enriching local or regional cultures with new modes of behaviour, habits, and customs.

Consequently, this sub-chapter is organized around four major concepts of tourism and reconstruction: government policy; perspectives from architecture; urban fabric, and infrastructure. Based on the two main aspects of tourism development characteristics and the specification of post-war reconstruction, the following criteria were applied to the selection of concepts for the present research:

- i. The concepts should be relevant to both subjects of research: tourism development and urban reconstruction.
- ii. The impact of the selected concepts should be significant and influential in relation to the reconstruction and tourism development aspects.
- iii. The concepts should be comprehensive enough to cover and expand related variables in the context of this research (Maxwell, 2012).

### **2.7.1 Government Policy**

The number of government agencies that participate in post-disaster work can vary from 25–100 (Blaikie, Cannon, Davis, & Wisner, 2014). Health, housing, and emergency planning officials have all often regarded it as their particular task. Kumar (1997) highlighted politics as one of the main factors of reconstruction and Calame (2005) found that reconstruction was tied to political incentives and discernible political priorities. Large-scale destruction and the need for mass housing projects and restoration of urban infrastructures boost the government's role in the reconstruction process of post-war cities (Félix, Branco, & Feio, 2014; Taheri Tafti & Tomlinson, 2013). On the other hand, some parts of the reconstruction process are implemented with financial assistance from foreign countries and international relief agencies (Chwastiak, 2014). For example, in attempting to understand the link between politics and reconstruction, it is critical to understand the business alliance between Rafiq Hariri, the post-war Prime Minister of Lebanon, and the Solidere development project (explained in 2.6.7). Hariri's rise to political leadership was based on his ability to market an aggressive plan for the economic recovery of Lebanon (Charlesworth, 2007). In these cases, governments play the main role in the distribution and management of the funds. Moreover, in most post-war cities, due to immigration and unreturned populations, local councils have not been strong enough to contribute effectively to the master planning of the reconstruction; hence, these plans are often prepared in the capital city and sent to the districts and post-war cities for implementation (Taheri Tafti & Tomlinson, 2013).

Regarding tourism development as the second aspect of this research, government policies play a main role while researchers such as Hall (2009), Jenkins and Harvey (1982), and Brohman (1996) have explored the effect of government involvement in tourism development. Hall (2000) outlined seven roles for government in tourism:

coordination, planning, legislation and regulation, entrepreneurship, providing stimulation, social tourism, and interest protection. Ioannides (1995) defined two broad roles of governments in sustainable tourism development. One initiative is establishing a forum enabling the tourism industry suppliers to coordinate their activities and the second initiative is a major role for the government as a tourism booster.

The WTO (1998) defined the guidelines for tourism development for central and local authorities. The guidelines stipulated that governments should take a lead role in establishing tourism policy and that tourism policy should reflect the overall development policy of the country or region. Elliot (1983) claimed that the tourism industry could not survive without government because governments are the providers of political stability, security, and legal frameworks; and have a main role in the financial framework that tourism requires. Leask and Rihova (2010) demonstrated the role of government in both revitalization and tourism development through the central government's role in the provision of funds to support the development of tourism policy. In addition, the principal political decision-makers are governments in which decisions such as visa requirements will affect the relationship between nations. These relationships have an important effect on tourism development plans.

Finally, the above discussion highlights the relevance of the role of government policy in tourism development and post-war reconstruction as one of the main concepts in this research that affects both tourism and reconstruction plans. Government policy also covers other related subjects such as the priorities of master plans for reconstruction and tourism.

### **2.7.2 Architecture**

The first perceptions of an urban city's attractions are through its buildings and social spaces based on both physical assets and a series of experiences built around those assets. Buildings and architectural styles are the best left remnants to tell the story about what happened during the past while these assets create the first image for tourists in urban areas (Wilson, 2002). Using architectural buildings, landscapes, and landmarks to motivate tourism and solidify an urban identity is not a new phenomenon (Ye & Tussyadiah, 2010). Various cities embark on tourism development plans to make new landmarks and buildings as a symbol of the city or cultural heritage. Tourism also motivates residents to conserve their cultural heritage and has a positive impact on architectural traditions and ancestral heritage (Rowe, D. Smith, & Borein, 2002).

In new tourism development plans, landmarks are the most significant destinations for tourists. A key shared value between reconstruction and architecture in post-war cities is the war related landmark and war monument, which is generally a project in the urban reconstruction of post-war cities to preserve the history of war in the urban area (Nguyen & Le Van 1997). For example, Arandjelovic and Bogunovich (2014) illustrated that the Parliament building in Berlin is an architectural model for a new capital reconstructed as a post-war tourism attraction. Hagen (2006) claimed that preservation of its medieval architecture after the Second World War and the growth of modern tourism in Rothenberg has come to occupy a special place in the memory landscape of Germany as a symbol of rootedness, community, and continuity with a bygone era. He claimed that these symbolic landscapes most often represent national images and facilitate the performance of national identity.



Based on these attraction, past events of war are kept alive in the common memory through physical representation in public areas and urban landscapes (Gurler & Ozer, 2013). These monuments reflect the psychological and sociological requirements of the societies on the landscape. Similarly, they have the role of retaining alive the memories and history of a city's experience in the war era. They are built at major intersections and urban squares, and promoted as tourist attractions.

In summary, architecture is characterized by an enduring presence that forms built environments and exerts an important impact on a destination's image in the minds of visitors of a post-war city. Thus, the focus on architecture and landmarks has to be understood from the point of view that reconstruction and tourism are tied to the concept in two aspects. Firstly, reconstruction often involves the conservation of the war's effects on some specific buildings with the aim of providing a tourist attraction. Secondly, post-war landmarks function as a memorial of the war era.

### **2.7.3 Urban Fabric**

As mentioned in section 2.4.1 the scattered destruction in post-war cities are a significant problem in the reconstruction process. Urban problems in post-war reconstruction have been associated with social and legal issues (Couch et al., 2011). On the other hand, urban tourism is an important worldwide form of tourism. Whereas, it is often identified as a significant element within broader discussions of contemporary urban change and development (T. Hall, 2009). The contribution of tourism to regional development can also take place in urban fabrics as governments attempt to revitalize sections of a city. Many cities create new narratives of revitalization based on cultural heritage and historical fabrics to curb their decline, as well as making the transition towards economic viability (Richards & Wilson, 2006). The creation of urban development corporations and enterprise boards is usually tied to the goal of urban and regional redevelopment programmers to rejuvenate inner-city and industrial lands

(Jansen-Verbeke, 1995; Opperman, Chon, & Cai, 1998; Sharpley et al., 2002; Sharpley, 2011). In terms of shared value between urban tourism and urban recovery, the Department for Communities and Local Government of United Kingdom (2006) emphasized that tourism can bring benefits to urban areas and help to deliver development that is sustainable by increasing urban vitality and support linked trips.

Considering to the above point of view, the urban fabric is the space that tourism activity occurs in and they act as revitalized promoting factors in cultural heritage and fabrics (Pearce, 2001). The use of the historical and post-war urban fabrics as tourism attractions is an important factor in tourism development. Given that, the reconstruction of the war-torn urban fabric has the potential to eliminate previous defects and create opportunities to improve the residents' daily lives. It also has the potential to be used in tourism-oriented development.

#### **2.7.4 Infrastructure**

The term 'infrastructure' has different meanings in different fields. According to Oxford Dictionary infrastructure is the basic systems and services that are necessary for a country or an organization to run smoothly, for example buildings, transport, and water and power supplies. Infrastructure in urban areas primarily consists of transportation, energy and utilities (electricity, gas), water supply and sanitation services, telecommunication systems, health services, and essential government services (Palliyaguru, Amaratunga, & Haigh, 2008).

An important aspect of post-war reconstruction is infrastructure as an essential issue of concern for civilian urban populations. Infrastructure has the role of supplying vital resources. Infrastructure is one of the first targets for invading forces who seek to put pressure on the opponent. Physical infrastructure such as roads, bridges, dams, and electricity poles are often key targets for belligerents attempting to disrupt the logistical flow of the enemy and cause the sitting government difficulty (Nkurunziza, 2008).

Thus, infrastructure is one of the most damaged parts in the post-war city. A sudden disruption of infrastructure affects the whole of humanity. Therefore, the reconstruction of infrastructure is often the first step in the restoration of post-war cities, as it provides the essential resources needed for revitalization (Andersen, 2003).

In terms of shared value between urban tourism and urban recovery, the Department for Communities and Local Government of United Kingdom (2006) emphasized that tourism can bring benefits to urban infrastructure by supporting important services and facilities; as well as facilitate improved access by sustainable modes of transportation. Allen (1998) and Sharpley et al. (2002) argued that one advantage of tourism development is that it improves infrastructure such as transportation and utilities. The negative aspect of this is the cost of additional infrastructure such as extra water, sewer, power, fuel, and medical services. The above discussion highlights the important role of infrastructure in tourism development and regional restoration. Urban tourism emerges as a consequence of the intensive development of a post-war city that allows a process of urbanization to occur in places that were previously peripheral areas (Asadi, 2012).

One of the ways in which tourism development is tied to infrastructure is that tourists often overload the population in tourism cities. Therefore, the prediction and estimation of the extra capacity required in the infrastructure is a significant role for the authorities (Owen, 1990). Smith (2006) indicated that one of the main criteria to define a tourist destination zone is that the region should contain an adequate tourism infrastructure to support tourism development. Infrastructure includes utilities, roads, business services, and other social services necessary to support tourism businesses and to cater to tourists' needs. Some infrastructure, for example transportation, has a particularly strong relation with tourism development principles.

As mentioned in the first part of this section, the concept is drawn from the observation of a number of specific cases and existing literature to express a phenomena verbally in

theoretical definitions (Maxwell, 2012). Therefore, Table 2.2 highlights the relevant concepts of post-war reconstruction and tourism, regarding the case examples of section 2.6 seeks to discover the concepts that are more relevant to the implemented strategies. The table explains how the post-war condition provides opportunities for tourism development. The last column also discusses the location of the region or fabric where reconstruction or revitalization applied on it, although the sphere of influence is extended to the whole metropolis.

## **2.8 Summary and Conclusion**

This chapter began with the aim to explore the intention of studying the relationship between the reconstruction process and tourism development approaches in post-war cities. This discussion highlighted that rebuilding war-torn urban areas is one of the most important objectives after war conflicts as the ultimate goal is to repatriate immigrants and establish an ordinary life for residents. The discussion in this chapter demonstrated that post-war reconstruction involves the interrelated tasks of addressing the economic, political, and social aspects as well as rebuilding the physical destruction.

The literature review has narrowed down to a focus on the theoretical foundations of urban reconstruction, particularly in relation to war destructions in urban areas. The next part focused on tourism development benefits and concentrated on post-war tourism principles to discover the shared values between reconstruction and tourism in the concepts selected for the research. The theoretical and operational definition applied to reconstruction were explained in the first part, and then the timing and duration of the reconstruction phase during the recovery process were described as well.

**Table 2.2:** Concepts in the review of the case examples

Case example	Relevant concept	Content	Post-war Circumstance in Tourism	Scope/ Scale
Vietnam	Government policy	Master plan of tourism	Using effects and remains of the war as tourism attractions	All over the country with emphasis on main cities in north, centre and south as nodes of cluster
Cologne	Architecture/ Urban space	Historical Churches and quarters	Historical preservation during reconstruction of churches	Historical context and urban areas
Rouen	Urban space/ Infrastructure	Cultural heritage landmark transportation	Establish connections between reconstructed area and historical material in two sides of the river	Medieval Quarter
Valletta	Urban space Architecture Infrastructure	Cultural heritage as historical fabric and Historical buildings utility- residential facilities	Preserve historical fabric shape after reconstruction	Historical fabric in the city without any changes in existing urban structure and keep the traditional form in architecture
Rotterdam	Urban space Architecture	Buildings and urban space as spectacular architecture for tourism attraction	Regenerate city as the second wave of post-war reconstruction after mass housing	New city Riverside land
Beirut	Urban space Architecture	Historical buildings and New urban fabric	Use urban destruction in city centre as the opportunity to urban regeneration	City centre aside beach line

The chapter also explained the post-war reconstruction as the process of improving pre-disaster conditions and enhancing the quality of life within an urban area as regards post-war reconstruction and the development continuum. In terms of social concern and public participation in post-war reconstruction, the chapter explained the relationship between repatriation and reconstruction such that returning to a post-war city means returning to a society that is still under reconstruction.

Thus, post-war reconstruction needs to encourage people to return and participate throughout the process. Furthermore, it discussed the impact of war on urban reconstruction and identified a variety of issues related to post-war reconstruction such as during-war reconstruction, political considerations, and relocation.

The tourism section of the literature review explored the advantages of tourism development in terms of the built environment by focusing on urban aspects and architecture. This discussion provides a basic insight into the process of tourism development and resident living conditions, and then narrowed focus on the shared values and objectives of post-war reconstruction and tourism development. In the present research, residents as the host community and tourists as restoration promoters are the two main stakeholder groups, which were studied to evaluate the impact of tourism on urban areas of post-war cities.

Researchers have explored the potential benefits of tourism for post-war reconstruction and studied the relationship between tourism and cultural heritage aspects. Moreover, the section discussed the particular capacity of tourism in the post-war cities as a peace promoter while tourism and post-war reconstruction has an interaction in the way that tourism promotes peace and tourism needs the stability of a peaceful environment.

In the next step, this research argued post-war tourism situations in relation to post-conflict areas. Cities selected for investigation of this topic should have been involved in post-war reconstruction and experienced some of the problems, which arise after reconstruction. The first approach was the use of post-war tourism as a catalyst for country development in Vietnam. Vietnam adopted tourism as stimulation for reconstruction and sustainable development by a national plan of post-war tourism development. The reconstruction plan of Cologne were reviewed as vastly conservative and an adherence to the traditional character, while its identity was defined by its

cultural and architectural treasures. The interconnection between cultural heritage and new urban fabrics in Rouen were investigated through the connection between the pre-war historical fabric and the post-war urban development along two sides of the river. Retaining most of the historical buildings and the medieval quarter after World War Two provided the opportunity for reconstruction of the damaged parts in line with tourism development principles in Rouen. The role of the historic fabric and grid-shaped streets in Valletta, Malta, was the next reviewed approach. The tourism development plan in Valletta had two different periods. In the comprehensive plan, infrastructure was improved and a new plan was made to develop residential areas by the WTO. Valletta created the linkage in tourism, architecture, and historical urban fabric. The plan was implemented with the financial support of the UN and implemented by the Maltese Government. Urban and architectural modernity as a tourism development policy in Rotterdam was explored as the next strategy. Tourists are attracted to urban places because of the iconic buildings, urban spaces, and landmarks. Changes were made in Rotterdam based on tourism principles and the plan to improve the city centre attractions and modern facilities. In terms of urban tourism development, Valletta and Rotterdam applied a similar strategy in developing tourism attractions; however, they implemented two different approaches. Tourism attractions within the damaged fabric of Beirut were the last method investigated. In the same way, post-war reconstruction projects lead to the rehabilitation of the destroyed city centre for residents. They also create a commercial and business district and tourist recreational attractions. Unlike most reconstruction plans, the main financial resource for the post-war reconstruction in Beirut was provided by the private sector as most of the government's financial resources were depleted due to war.

The last part of this chapter defined four concepts of tourism and reconstruction. The first concept is government policy. Mass destruction in the war-damaged area strengthens the roles of the central government during the reconstruction of post-war cities. Moreover, government policies play a main role in tourism development, including coordination, planning, legislation, and regulations promoting entrepreneurship and providing stimulation. The second concept is architecture. In new tourism development plans, architectural buildings, landscape, and landmarks are the most significant destinations for tourist attractions. A key-shared value between reconstruction and architecture in post-war cities is the preservation of the war's effect on some buildings and urban space as part of the city's history. The third concept is the urban fabric. As discussed, the scattered destruction in post-war cities are a significant problem in the reconstruction process. The contribution of tourism to regional development can also take place in urban fabrics as governments attempt to revitalize sections of a city. In fact, the use of the historical and post-war urban fabric as a tourism attraction is an important factor in tourism development. The fourth concept is infrastructure. An important aspect of post-war reconstruction is infrastructure, as services are an essential issue of concern for civilian urban populations. In terms of tourism development, one of the main criteria to define a tourist destination zone is that a region should contain an adequate tourism infrastructure to support tourism development.

To conclude, this chapter has indicated that a profound transformation has been discovered during recent years in terms of urban revitalization with tourism development while urban tourism is tied with urban and regional redevelopment programs seeking to rejuvenate urban areas (Sharpley, et al., 2002). Moreover, the ultimate goal of reconstruction is to provide decent living conditions for the survivors of war and, as a disaster, war causes many changes to the day-to-day lives of residents.



Therefore, tourism and urban revitalization have the shared values of where to live and as a place to visit for tourists because the most pleasurable attractions are those that combine the appeal of the residents consuming the city in their everyday lives (Alvarez, 2010). Built environments that researchers have argued for with post-war reconstruction match urban reconstruction, which is a complex process that has been commonly adopted to cope with the changing urban environment, to rectify the problem of urban decay, and to meet various socioeconomic and objectives (Abrams et al., 2011; Couch et al., 2003; Li et al., 2008). Different works have examined the possibilities of strategic, coherent approaches for reconstruction. Moreover, in recent decades, tourism development is viewed as an economic, socio-cultural, and environmental activity that enhances local community life (Abby, 2006; Chwarzer, 2008; Hall, 2000; Timothy, 1995). Therefore, according to the identified concepts of tourism and reconstruction, the next chapter presents an overview of the methodology and conceptual framework adopted in this research to investigate the role of tourism development in the reconstruction of post-war cities.

## **CHAPTER 3: RESEARCH METHODOLOGY**

### **3.1 Introduction**

The literature review in Chapter 2 indicated that reconstruction is a main concern in the restoration phase in a built environment and discussed a vast range of knowledge including the impact on the economy, the role of government policy, and the sociological, historical, and socio-cultural issues that have contributed to this process.

The selection of the data collection and analysis techniques is a critical stage in research, and researchers encounter a wide range of primary and secondary data in the built environment research field. The proper strategy in the selection of research methods ensures that the researcher does not deviate from the research objectives when collecting appropriate information as well as ensures the methods of analysis lead to reliable results. A coherent plan for the research design significantly affects the research findings. Previous literature demonstrates that research should be a process of enquiry and investigation (Amaratunga, Baldry, Sarshar, & Newton, 2002; Fellows & Liu, 2008; Kumar, 2005; Tashakkori & Creswell, 2007) . Therefore, it is a systematic and methodical procedure to increase knowledge and the findings will largely rest on how it was found (Fellows & Liu, 2008).

This chapter deals with the research methodology used to investigate post-war reconstruction and tourism development in Khorramshahr. In order to plan the investigation into the role of tourism in the reconstruction of post-war cities, this chapter provides a general review of research design theories and approaches to justify the research method and instruments for data collection. Before reviewing the research methods, it is relevant to define the concept of research in an academic context.

Brewerton et al.(2001) indicated that appropriate research relies on the following points:

- i. Appropriate to research objective;
- ii. Elicits a form of data appropriate to testing hypothesis/hypotheses
- iii. Feasible given time, resource, and organizational constraints and requirements;
- iv. Adequately piloted;
- v. Ethically sound;
- vi. Agreed and accepted by the organization;
- vii. Used appropriately, in the context of its original formulation and development;
- viii. Once the researcher feels comfortable with it, then being confident and well-rehearsed in its use before it's used.

In the first step, the chapter reviews research methods and data collection instruments and selects the post-war research context. Then, the research design for reconstruction and tourism development will be explained regarding the post-war context.

### **3.2 Overviews of Research Methods**

According to the Oxford Dictionary, research is defined as the systematic investigation to study materials and sources to establish facts and reach conclusions. Cooper and Schindler (2008) defined research as a systematic inquiry that provides information to guide decision making and Snyder (1984) demonstrated that research is “systematic inquiry” directed toward the creation of knowledge. According to the above definitions, two main relevant aims could be assumed for all research as it is a systematic procedure; and the aim of all research is to find a factor creation of knowledge.

#### **3.2.1 Research Application**

Pure research and applied research are two relative applications for research. Pure research involves developing and testing theories and hypotheses that are intellectually challenging for a researcher; however, they may or may not have practical application now or in the future (Kumar, 2005).

### **3.2.2 Research Inquiry Mode: Qualitative-Quantitative-Mixed Method**

Research methods can be classified in various ways. One of the most common factors of research design is the distinctions between qualitative and quantitative research methods, which are defined in the literature as structured and unstructured modes. Creswell (2013) and Kumar (2005) have indicated the structured approach to inquiry is usually classified as quantitative research and unstructured as qualitative research.

*Quantitative:* With this approach, everything that forms the research process such as objectives, sample design, and the questions that a researcher plans to ask of respondents is predetermined. Quantitative research is an organized, systematic, data based, critical, objective, scientific inquiry, or investigation of quantitative properties, phenomenon, and relationships (Creswell, 2013). The study is classified as a quantitative study because the researcher wants to quantify the variation in a phenomenon, situation, problem, or issue; however, if information is gathered using predominantly quantitative variables and if the analysis is geared to ascertain the magnitude of the variation (Creswell, 2009; Creswell, 2013; Kumar, 2005; Tashakkori & Creswell, 2007 ).

*Qualitative:* This type of research methods developed in the social sciences to study people and the social and cultural contexts as well as developments in the natural sciences to study a natural phenomenon (Flick, 2006; Yin, 2003). The qualitative approach allows flexibility in all these aspects of the process (Creswell, 2009; Flick, 2006; Hennink, Hutter, & Bailey, 2011; Knight & Ruddock, 2008). Qualitative data sources include observation and participant observation (fieldwork), interviews and questionnaires, documents and texts, and the researcher's impressions and reactions. It provides fundamental connections between empirical observation and mathematical expression of quantitative relationships.

Table 3.1 was adopted from Creswell (2013) and Amaratunga et al. (2002) and compares strength and weakness of qualitative and quantitative methods.

**Table 3.1:** Comparison of strengths and weaknesses of qualitative and quantitative research methods

Type of Research	Strength	Weakness
Quantitative	1 - It can provide wide coverage of the range of a situation. 2 - It can be fast and economical where statistics are aggregated from large samples. 3 - It may be of considerable relevance to policy decisions.	1-The methods used tend to be rather inflexible and artificial. 2 - It is not effective in understanding processes or the significance that people attach to actions. 3 - It is not helpful in generating theories. Because it focuses on what is, or what has been recently; it makes it hard for policy makers to infer what changes and actions should take place in the future.
Qualitative	1 - Data-gathering methods seen more as natural as artificial. 2 - Ability to look at change processes over time. 3 - Ability to understand people's meaning 4 - Ability to adjust to new issues and ideas as they emerge contributes to theory generation.	1 - Data collection can be tedious and require more resources. 2 - Analysis and interpretation of data may be more difficult. 3 - Harder to control the pace, progress and endpoints of a research process. 4 - Policy makers may give low credibility to results from the qualitative approach.

Source: Adopted from Creswell (2013) and Amaratunga et al. (2002)

*Mixed methods:* Some researchers have suggested combining one or more research methods in a study and mentioned it as a mixed method. Creswell and Clark (2011) argued that in recent decades, researchers have defined various approaches to combine qualitative and quantitative data; and referred to them as integrated, combined, hybrid, or triangulated methods.

This means that mixed methods incorporate paradigms and philosophical assumptions and theoretical perspectives as well as research questions and interpretations (Creswell, 2013; Fellows & Liu, 2008). Amaratunga (2002) claimed that triangulation is the combination of qualitative and quantitative methods, which study the same phenomenon.

The superiority of this method is that the weakness of research in one method is covered by another method. Furthermore, the researcher can investigate both aspects of statistics and mathematics as well as social and behavioural of a phenomenon. Brynman (1994) identified ways of integrating quantitative and qualitative research contained in the logic of triangulation as follows:

- Means to check for examples of qualitative against quantitative results, qualitative research can support quantitative research and vice versa;
- Both are combined in or to provide a more general picture of the issue under study; structural features are analysed with quantitative methods; and processing aspects with qualitative approaches;
- The perspective of the researcher drives the quantitative approach, while qualitative research emphasizes subjective viewpoints;
- The problem of generality;
- May facilitate the interpretation of relationships between variables in quantitative datasets. The relationship between micro- and macro-levels in a substantial area;
- Can be clarified by combining qualitative and quantitative research, which can be appropriate to different stages of the research process;
- Finally, there are hybrid forms;
- That use of qualitative research in quasi-experimental designs.

### 3.2.3 Type of Research in Terms of Objectives

Research is objectively defined as the following types: descriptive, correlation, explanatory, exploratory and case study research (John W Creswell & Clark, 2007; R. Kumar, 2005; Tashakkori & Creswell, 2007 ; Yin, 2013). These five types of research are defined in terms of precedence and domination of qualitative and quantitative data and how a dataset may help another one.

#### a) Descriptive Research

Descriptive research attempts to describe problem, phenomenon, program, or service. The main purpose of such studies is to describe what is prevalent with respect to the issue or problem under study (Kumar, 2005). Descriptive research attempts to provide an accurate profile of persons, events, or situations that require knowledge before the investigation. This type of research often uses quantitative statistical techniques to describe certain situations (Collis and Hussey, 2003).

#### b) Correlation Research:

The main emphasis on a correlation research study is to discover or establish the existence of an association, interdependence, or relationship between two or more aspects of a situation. Correlation research is an effort to realize a significant relationship between two or more aspects. This method achieved two or more categories of information relating to a group of data and it is the effort to compare changes in one or more variations of a factor or more other factors. The intention is generally not to infer causes but to examine relationships and interrelationships between phenomena (Brewerton & Millward, 2001). Generally, in this approach, the researcher seeks to answer three questions as follows: preliminary, is there any relationship between these two types (dependent and independent) of variable or not? If the answer of the first question is positive, then the second question is whether this correlation has a positive

or a negative trend; and finally, third, how much is the correlation (Creswell & Clark, 2011). The first purpose of correlation method is to find relationships between the phenomena; however, these relationships might be used for the prediction of association in a certain variable. This type of prediction commonly is used in architecture and urban planning for land progress and urban development projects to reliably predict the condition of development, organizing architectural forms, and use of significant relationships to find designing criteria.

### c) Explanatory Research

This approach is known as one of the most complete methods that sometimes uses other methods to find the truth. In this way, it is attempting to seek the reasons and factors that create a phenomenon and/or cause changes to it. Explanatory research is used more in applied research and deals with all aspects (not just one factor) of a research subject. Tashakkori (2007) and Creswell (2009) have identified this type of research as an attempt to find out the reasons and causes of one or multiple phenomena. Explanatory research attempts to clarify why and how there is a relationship between two or more aspects of a situation or phenomenon. Fellows and Liu (2008) represented that exploratory research is a method to test or explore aspects of a theory.

Generally, in the social sciences, the reasons for phenomena are not known conclusively; however, a number of factors involve in the social phenomenon, some of which are more effective than others. One specific factor never affects social phenomenon 100%, so in this type of research, it should be followed by a series of reasons and aspects.



#### d) Exploratory Research

It is usually carried out when a researcher wants to explore areas that have little or no knowledge for the research. Creswell and Clark (2007) argued that this design is done for one of the several reasons including measures or instrument are not available, the variables are unknown, or there is no guiding framework or theory. A small-scale study is undertaken to decide if it is worth carrying out a more detailed investigation (Kumar, 2005). Exploratory research is conducted to find out what is happening or to seek new insights (Robson, 2001). Collis and Hussey (2003) argued that exploratory research occurs when there has only been limited research tackling particular issues or problems. The main purpose of exploratory research is to identify previously unknown knowledge. Researchers conduct it to seek access to information that can help them properly identify the study subject (Creswell, 2009). Creswell and Clark (2007) mentioned that sequential exploration is a one of the mixed method approaches that a researcher has adopted qualitative methods to explore phenomena and test variables through quantitative data. In their argumentation, they do not focus only on the limits of qualitative research (compared to quantitative); however, they explicitly see the strength of qualitative research in the exploration of the phenomenon under study. Following this argumentation, both areas of research are located at different stages in the research process. Theoretically, a research study can be classified in one of the above perspectives; however, in practice most studies are a combination of the first three categories i.e., they contain elements of descriptive, correlative, and explanatory research (Kumar, 2005).

#### e) Case study research

Case studies are a strategy used to research an experimental theory or topic using a set of procedures that often comprise several different combinations of data collection such as interviews and documentary evidence, where the emphasis is on investigating a

phenomenon within a context (Fellows and Liu, 2003). The main advantage of different sources of data in case study research is that it allows the researcher to evaluate different sources of information to test a particular concept or theory on the basis that a consensus of the findings will yield more robust results (Knight & Ruddock, 2009). Yin (2013) defined case study research as an empirical inquiry that investigates a contemporary phenomenon within its real life context, especially when the boundaries between phenomenon and context are not clearly evident. Creswell and Clark (2007) have indicated that case study research is a qualitative approach in which the investigator explores a bounded system (case) or multiple bounded systems (cases) over time, through detailed, in-depth data collection that involves multiple sources of information and reports a case description and case-based themes. Nevertheless, Remenyi et al. (2002) stressed multiple sources of evidence in case study research to be based on the triangulation of these sources of evidence. In other words, a researcher would use the case study method because the researcher deliberately wants to cover contextual conditions believing that they might be highly pertinent to the phenomenon of study. Similarly, Amaratunga et al. (2002) argued that the case study is a research strategy that focuses on understanding the dynamics present within single settings and usually refers to relatively intensive analysis of a single instance of a phenomenon being investigated. In identifying and selecting the case(s) for investigation, Knight and Ruddock (2009) discussed that in a built environment context, case(s) may be a construction project, a company or organization, or an individual or group of individuals, such as project managers, architects, and so forth. In determining how to undertake case study investigation, the researcher should give consideration to the time available to carry out the investigation, access to persons involved (e.g., for interviewing purposes), and availability of documentary information (Knight & Ruddock, 2009).

Remenyi et al. (2002) indicated that the following characteristics for a case study should prevail:

- It draws on multiple sources of evidence;
- Its evidence needs to be based on triangulation of these sources of evidence;
- It seeks to provide meaning in context;
- It shows both an in-depth understanding of the central issue(s) being explored and a broad understanding of related issues and context;
- It has a clear-cut focus on either an organization, a situation or a context;
- It must be reasonably bounded. It should not stretch over too wide a canvas, either temporal or spatial;

Yin (2003) also mentioned six possible sources of evidence for case studies including: documents, archival records, interviews, direct observation, participant-observation, and physical artifacts. Nevertheless, while quantitative data often appears in case studies, qualitative data usually predominates.

### **3.3 Research Design**

The research design is a detailed plan outlining the critical stages in a research to be followed by a researcher in their procedures that lead to success or failure in the research outcomes and the conduct of the study (Monette, Sullivan, & DeJong, 2002). There are various research designs that can be used to answer a research question. Getting the best result in the research critically depends on the creativity and intelligence of a researcher as well as the equipment and financial sources available to the research project. To design an appropriate method, a researcher should consider many factors, including cost, time, objectives, capability, features, and enhancements.

The present research adopts the applied research approach with the exploratory case study method and mixed methods of data inquiry in the research design. The intent of the two-phase, sequential mixed method is to investigate tourism approaches in the

post-war reconstruction process. The first phase of primary data collection is a qualitative exploration of the reconstruction process and tourism development by collecting expert views and conducting field observations in the post-war city. Collating the qualitative data will guide a researcher to develop research variables or hypotheses in the research context and contribute to the quantitative survey through a questionnaire designed to implement and validate the instrument quantitatively (Creswell & Clark, 2011).

### **3.3.1 Research Context**

In built environment research, numerous cultural, social, and environmental issues that affect reconstruction and tourism in post-war cities are identified. Therefore, selecting a specific city as the context of this research was a worthwhile element of the research design approach. With this selection, the researcher can clarify the causes and effects of war that play a main role in the reconstruction and tourism aspects (Yin, 2010).

To evaluate tourism development policies in post-war reconstruction, the main criteria for the selection of the post-war city is the existence of the primary elements of tourism development. The primary principles are the core characteristics in tourism development including the city's attractions, activities, and facilities on which the tourism development plan relies (Hall, 2009; Wober, 2002).

Considering two main criterion, tourism development and post-war reconstruction, Khorramshahr was chosen as the case study for the present research. Khorramshahr is located in the southwest of the Islamic Republic of Iran and was involved in the war between Iran and Iraq (1980–1988). It was the biggest war-torn occupied city in Iran, having been occupied for two years from 1980–1982. Despite the facilities that were allocated for the city's restoration after the war, the city has never regained its previously flourishing era of tourism. The following main factors exist in the city that caused it to be chosen for this research:

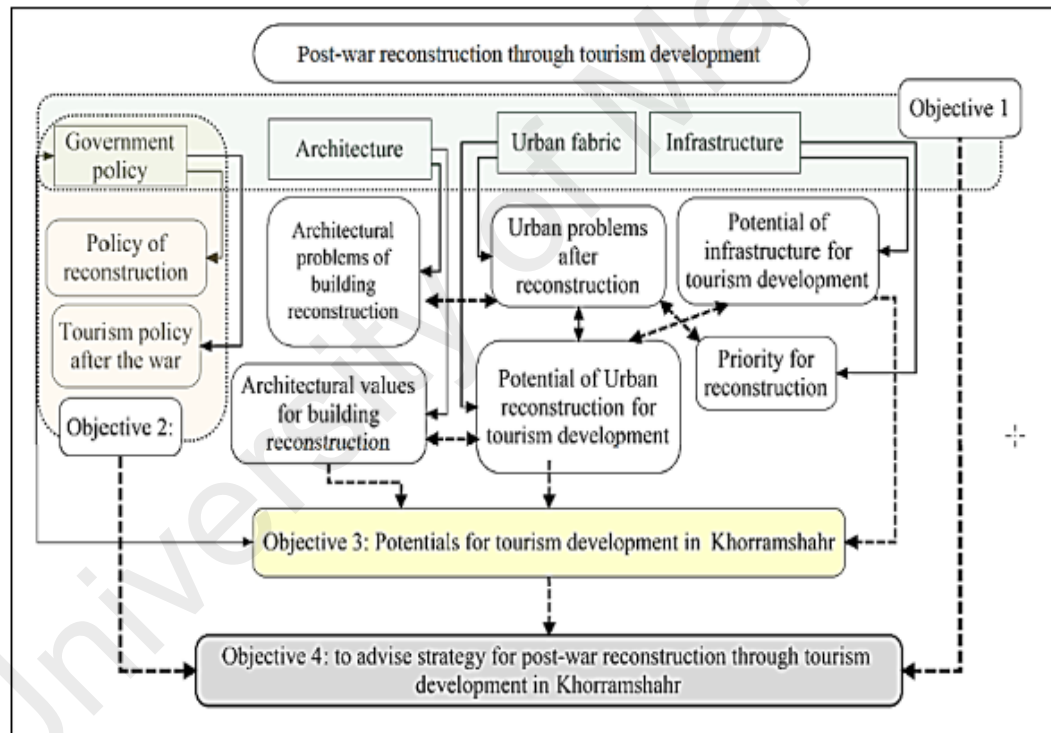
- i. Khorramshahr is the biggest occupied war city during the last war in Iran;
- ii. It had a flourishing tourism background before the war;
- iii. Besides a pre-war tourism background, it has the primary elements of post-war tourism development.

The context of Iran and Khorramshahr as the selected post-war city is discussed in more detail in the next chapter.

### **3.3.2 Research Conceptual Framework**

The framework of a research is the key part of the research design. Miles and Huberman (1994) defined a conceptual framework as a visual or written product that explains, either graphically or in narrative form, the main things to be studied, the key factors, concepts, or variables and the presumed relationships among them. For this reason, the most important thing to understand about the conceptual framework is that it is primarily a conception or model of what is out there that a researcher plans to study. The function of this framework is to select appropriate data, the methods of collection, and identify potential validity threats to the conclusions to achieve the research objectives (Maxwell, 2012).

The research framework in this section is based on the four identified concepts as follows: government policy, architecture, urban fabric and infrastructure. Figure 3.1 illustrates the framework for the case study to provide information to reach the objectives. Government policy in this research is considered in relation to tourism and reconstruction policy. It contains trends and priorities of government policy for urban reconstruction and the strategy of post-war tourism development in Khorramshahr. In the following stage, the reconstruction is considered in the conceptual framework in terms of the research focus on architecture concepts including reconstructed buildings and the architectural value for reconstruction.



**Figure 3.1:** Conceptual framework of research

The urban problems remaining after reconstruction and the potential of urban reconstruction for tourism development after the war are the subsequent topic that affects the research regarding urban fabric concept. Concerning, infrastructure this research seeks priority of reconstruction and the potential of this concept for tourism development.

Lastly, the results are converged as the potentials of post-war tourism development and the strategy of urban reconstruction (objective 2 and 3) to advise strategy for post-war reconstruction through tourism development in Khorramshahr (objective 4).

### **3.3.3 Qualitative Research Design**

The qualitative research instrument initiates insights and concepts and expands understanding; and is suitable to explore tourism and reconstruction in the post-war city (Knight & Ruddok, 2008). This research adopts expert interviews and observations as the data-gathering instruments for the qualitative part of the research.

#### **a) Interview**

.According to the interview protocol, the questions of the semi-structured interviews are designed in consideration of the four main concepts of tourism and reconstruction: government policy, architecture, urban fabric, and infrastructures. The interview questions are designed considering the objectives of the research to seek information about reconstruction priorities and approaches after the war, existing urban and architectural problems after the post-war reconstruction, and the potential and contribution of post-war tourism in the reconstruction process in Khorramshahr. The prepared questions guide the interview and maintain focus on the issues and topics to be covered by the experts (Daymon & Holloway, 2002).

#### **b) Sampling, characteristics and feasibility of qualitative interview**

This research adopts purposive sampling for the participants of the expert interviews. Yin (2003) and Creswell (2009) indicated that one of the purposive sampling strategies is maximal variation sampling, in which individuals are chosen who hold different perspectives on the central phenomenon. Purposive sampling techniques have also been referred as no probability sampling (Teddlie & Yu, 2007). This techniques involve the

selection of certain units or cases based on a specific purpose rather than randomly. The central idea is that if participants are purposefully chosen to be different in the first place, then their views will reflect this difference and provide a good qualitative study (Creswell, 2009; Creswell & Clark, 2007; Yin, 2003).

The experts are integrated in this study as representatives of different groups of experts that participated in the reconstruction process and tourism development as defined in this research. According to the above criteria and considering the four concepts of the research, 12 interviewees were selected by the researcher. The experts selected for the face-to-face semi-structured interviews were from four different fields: a) urban planning, b) architecture and urban designer, c) tourism authorities, and d) reconstruction authorities. Six interviews were conducted with urban experts from Housing Foundation (Bonyade-Maskan), Ministry of Roads, and Urban Development as the two main sectors for urban reconstruction in Iran. The remaining six interviews were conducted by local authorities from the Cultural Heritage Organization and staff of Seated-Rahian-Noor (headquarters for supervising post-war reconstruction).

At least one interview were conducted in each groups of expert with a proficient who participated in the reconstruction process of Khorramshahr (from 1988–1995). Table 3.2 elaborates expert interviews including professional position and expertise according to the field of their study/experience.

The term pilot study is used in two different ways in qualitative researches. It can refer to so-called feasibility studies which are small scale version for the major study (De Vaus, 2016). Pilot study can also be the pre-testing or 'trying out' of a particular research instrument (M. J. Baker, 2000). De Vaus (2016) advised researchers to check to see if there are any ambiguities or if the respondents have any difficulty in responding.



**Table 3.2:** The credential of experts

Number of Interviewee	Field of work/Study	Academic/ Professional Position	Areas of Expertise	Academic and/or executive experience
1	Architect /urban designer 1	1 - Professor 2 - Council member in The Head Quarter for Post-war Reconstruction	Post-war Reconstruction and Urban Regeneration	25 years of academic experience in reconstruction and conservation from a university in Tehran
2	Architect /urban designer 2	Associated Professor	Urban Design and Development of Coastal Land	20 years of academic experience in architecture from a university in Shiraz
3	Architect /urban designer 3	CEO of consulting engineering	Cultural heritage and Architectural Conservation	25 years of executive experience in urban conservation and one of the member of Cultural Heritage Organization
4	Urban planner 1	Associated Professor	Urban development and housing policy	15 years of academic experience in urban planning from Islamic Azad University
5	Urban planner 2	1 - Associated Professor 2 - Board member of The Head Quarter for Post-war Reconstruction	Land use planning	10 years of academic experience in urban planning and tourism development from Islamic Azad University
6	Urban planner 3	Corporate Member in Ministry of Housing for reconstruction in Khuzestan province	Reconstruction	10 years of experience in the reconstruction of urban area and infrastructure of Khorramshahr
7	Tourism authority 1	Head of the Cultural Heritage Administration of Abadan and Khorramshahr	Tourism management and development	9 years of experience in tourism management in Khorramshahr
8	Tourism authority 2	President of the Museum of Khuzestan province	Post-war tourism	19 years of experience in tourism administration and management
9	Tourism authority 3	Head of the War - Museum of Khorramshahr	Post-war tourism	20 years of experience in the Cultural Heritage Organization of Iran and 5 years of management experience in War - Museum of Khorramshahr
10	Reconstruction authority 1	Council Member reconstruction of war-torn regions ( <i>Setade Bazsazi Manategh Jangzadeh</i> )	Disaster Management and Relief	30 years of experience in Bonyade Maskan (Housing Foundation)
11	Reconstruction authority 2	Expert of reconstruction of war-torn regions ( <i>Setade Bazsazi Manategh Jangzadeh</i> )	Disaster Reconstruction	30 years of experience in Ministry of Housing and Urban Development
12	Reconstruction authority 3	Corporate Member of Khorramshahr City Council	Political Management	20 years of experience in political management in governmental sectors of Khuzestan and Fars province

For developing and testing adequacy of research instruments and assessing whether the research protocol of interview is realistic and workable, the researcher adopted a pilot study to identify unclear or ambiguous items in the interview questions. The sample of pilot study for interview questions consisted of four specific groups of experts. Each of these groups had a different role in the urban reconstruction and tourism development (M. J. Baker, 2000). They were asked to answer the questions. The revised questionnaire was then reviewed by four faculty members with relevant expertise. Some items were deleted, a few items were modified, and a few additional items were added as a result of this phase of the pilot study

#### c) Interview procedure

The qualitative interviews with experts were conducted in two periods, from March 2011 to May 2011 and from December 2011 to January 2012. The interviews lasted 45–60 minutes, 10 interviews were recorded and of the remaining two interviews were transcribed. Note taking was also applied in interviews by the researcher. It was not meant to duplicate the recordings by the digital device, but are used as on-site data processing, which allows the interviewer to summarize the information that keeps the researcher in constant touch with the data collection process. According to the interview guide and considering the experience and field of every expert, the researcher focused on some questions more than others in the interviews.

The interviews with the experts who were involved in the reconstruction process of Khorramshahr provided rich primary information about reconstruction priorities and implementations. Moreover, these interviews revealed the extent to which the reconstruction plan was effectively implemented in the post-war city.

#### d) Analytical framework for qualitative data analysis

Deductive category applications theoretically derived aspects of analysis, which are brought into connection with the text. The original objectives and design of the case study presumably were based on propositions that in turn reflect a set of research questions, review of the literature, and new hypotheses or propositions (Yin, 2013). In other words, propositions are statements concerned with the logical relationships among concepts. A proposition explains the logical linkage among certain concepts by asserting a universal connection between them.

This research adopted linking data to propositions as the analytical strategy for qualitative data (Yin, 2013). The propositions of the research have shaped the data collection plan and, therefore, have given priorities to the relevant analytic strategies. Yin (2013) notes several reasons for a return to the propositions during the analysis phase of any case study. First, this practice leads to a focused analysis when the temptation is to analyse data that are outside the scope of the research questions. Second, exploring rival propositions is an attempt to provide an alternate explanation of a phenomenon. Third, by engaging in this iterative process, the confidence in the findings is increased as the number of propositions and rival propositions are addressed and accepted or rejected. Boyatzis (1998) also defined thematic analysis that allows the researcher to determine precisely the relationships between concepts and compares them with the replicated data. In this research, thematic analysis is adopted as a type of qualitative analysis that is used to analysis classifications and present themes that relate to the data.

Textual materials in research are read, annotated, and coded with particular attention paid to the structure, meaning, and content of participant experience through narrative analysis. According to these criteria, categories are generated from reading, annotating, and evaluating based on the relevance of emerging taxonomy in relation to the empirical

setting from which they emerged (Ritchie, Burns, & Palmer, 2005). In order to identify the propositions arising from the data and understanding the meaning attached to these issues by the participants, all texts were read and classified into smaller categories on an issue, topic, idea, opinion, and suggestion. Then, the texts are narrowed down to find the sub-codes (Gillham, 2007; Yin, 2010).

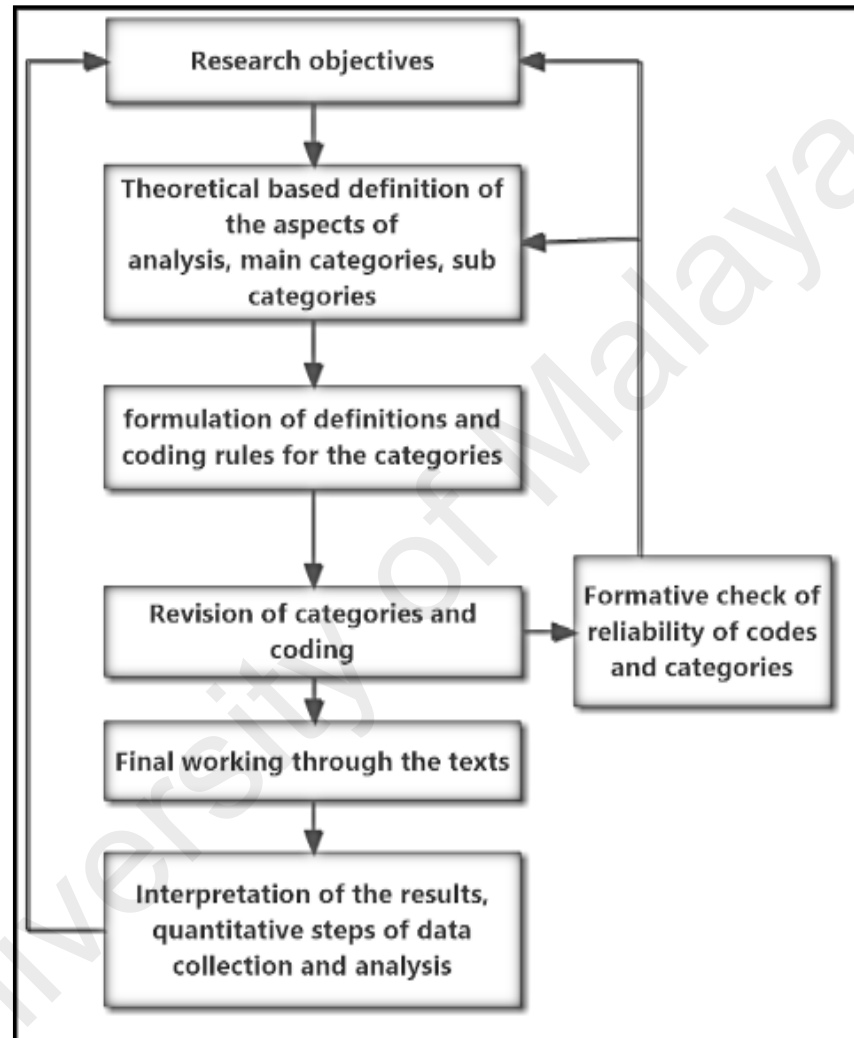
Figure 3.2 shows the steps of qualitative analysis. The qualitative step of analysis consists of a methodologically controlled assignment of the category to a passage of text (Mayring, 2000). The three types of codes are as follows: deductive, inductive, and descriptive/evaluating codes. Deductive codes originate from the researcher and are derived from concepts in the research literature. Inductive codes are developed from reading the data and noting the issues raised by the research participants. Inductive codes are extremely valuable as they reflect the issues of importance to the participants themselves, which may be different from those anticipated by the researcher (Creswell, 2009; Yin, 2010).

In the present research, descriptive/evaluating codes were used for evaluating the practical process in the post-war reconstruction to identify the extent of the application of the plan in the implementation phase and the kinds of post-war urban problems that have not been solved. The researcher should iteratively and reflectively compare codes and categories to develop concepts and relationships (Ritchie et al., 2005).

#### e) Observation

Observation is the most likely approach to be used in conjunction with the expert interview instrument. It is used as a supportive and supplementary method of collecting data that complement or put in perspective the data obtained by other means (Neergaard & Ulhøi, 2007; Robson, 2002). This section explains the observation instrument in terms of the observer's role, observation time, subjects, and fields in Khorramshahr.

The researcher conducted field observations to identify any evident reconstruction problems to support the expert interviews and as a procedure for recording the tracking path of tourists and to obtain information about post-war tourism in the urban area of Khorramshahr.



**Figure 3.2:** Analytical framework of research

Source: Adopted from Mayring (2000) and Kohlbacher (2006)

According to the research framework, the researcher defines two perspectives to observe for this research. Initial observations are a method to provide primarily descriptive data (L. Baker, 2006; Jorgensen, 1989). In an unstructured form, observation can be used to establish what is going on in the research area context (Robson, 2002). In

the present research, unstructured casual observations were conducted to note remaining war damages and post-war elements of tourism potential in urban areas. This type of observation adds a new dimension for understanding either the context or character of a city (Yin, 2010). This unstructured observations are also ideal for the study of post-war problems as it allows for flexibility and monitors all aspects of the phenomenon (Sharp & Tustin, 2003; Yin, 2010).

The next phase of observation is defined as a procedure for recording the tourist tracking path comprising photo recording and field notes. Tourist tracking was conducted by photography to explore the pedestrian spatial path of tourists when visiting post-war buildings and the trails they take during their visits. According to the importance of post-war tourist attractions, which can be identified through casual observation, the researcher defined eight positions for observation. Then, from 10 am to 6:30 pm during five days of the Nourooz (Iranian New Year) holiday, periodic photography was conducted with timed intervals with a digital camera. Then, the trails were overlaid individually and collated onto one map of the selected zones, showing individual trails or the intensity of activity along particular paths and buildings. For the time of observation, the best time for tourism activities was selected from two principles: weather conditions and Iranian public holidays. Two types of observation were conducted in March 2011 and March 2013.

Observation fields: The first phase of casual observations was conducted throughout the entire city of Khorramshahr with photography and field notes recording the gathering of preliminary data about post-war tourism attractions and damaged urban areas and buildings. According to the first phase of the unstructured observations in Khorramshahr and the preliminary findings of the interviews, the second phase of systematic observation was defined.

The riverside landscape and the remaining post-war elements along the Karun River, near the War Museum, and the Major Mosque of Khorramshahr were the two observed fields used by the researcher to observe tourist interactions with post-war attractions.

#### **3.3.4 Quantitative Research Design**

. The researcher adopted the qualitative findings to build a quantitative design for examining tourists' and residents' demands in terms of post-war tourism and reconstruction based on the conceptual framework of the research (Creswell & Clark, 2011). Qualitative analysis of the expert interviews and field observations was adopted to design a self-administered questionnaire to examine tourism potentials and post-war tourism policy as well as the urban problems that continued to exist through the reconstruction process. This survey was conducted in March 2013 in the selected field of Khorramshahr based on the procedure of purposive sampling, as will be discussed in the next part.

##### **a) Questionnaire survey participants**

As mentioned in the Literature Review (section 2.5.2 and 2.5.6) in a sustainable tourism development, attention should be given to the impact of tourism on the community development and benefits to people of host community (Deery, et al., 2012). The literature mentioned that tourism can act as a development promoter to affect local people's life and implied the role of tourism as a variable to affect phenomenon leading to enhance people life in urban area.

Lack of resident support for tourism development or apathy and annoyance of local community can lead to negative reactions to tourists and in turn result in their avoidance of visiting the destinations where they feel uncomfortable (Fridgen, 1991). Since this research investigates tourism and reconstruction in a post-war city, the questionnaire survey focuses on residents and tourists as the relevant involved groups.

The questions seek to gather data in terms of post-war tourism potentials and the core characteristic of tourism development (Wöber, 2002). It investigates tourist demands and attitudes in terms of post-war attractions (WTO, 2001) as well as resident expectations because host community support is critical as tourism must have the support of local community (Allen, et al., 1998; Dong-Wan & Stewartb, 2001; Galdini, 2007; Inskeep, 1994; Murphy & Price, 2005). According to WTO (2001) definition, in this research tourist is a person coming to the city for legitimate reason other than immigration and who stays at least 24 hours.

#### b) Quantitative sampling size

Selecting a sample is an important part of research and the aim of all quantitative sampling approaches is to draw a representative sample from a population. Consequently, the selection of an appropriate method depends on the aim of the study (Marshall, 1996). Kemper, Stringfield, and Teddlie (2003) demonstrated that in sequential mixed method research, information from the first sample is often required to draw the second sample. Typically, the methodology and results from the first strand inform the methodology employed in the second strand (Teddlie & Yu, 2007).

As the research framework adopted the sequential mixed method in the present research started with the qualitative phase, then the researcher applied the findings of the first phase for purposive sampling in the second phase. Purposive sampling is a non-probability method for a survey, which is characterized by the use of judgment and a deliberate effort to obtain representative samples by including typical areas or groups in the sample (Kerlinger & Lee, 2000). Teddlie and Yu (2007) explained that this technique has also been referred to as non-probability sampling or purposeful sampling. It involves selecting certain units or cases based on a specific purpose rather than randomly.



Neuman (2003) argued that 50–100 participants or cases can be regarded as the minimum sample size in the systematic purposive sampling. Purposive sampling leads to a greater depth of information from a small number of carefully selected cases, in contrast to probability sampling, which leads to a greater breadth of information from a larger number of units selected to be representative of the population.

*Tourist participants:* According to the first phase of the research, the questionnaire survey was conducted in three selected fields of tourism attractions: the Mosque of Khorramshahr, the War Museum, and the pedestrian path along the Karun River. The researcher randomly selected a total of 45 tourist respondents in the mentioned locations for distribution of the self-administered questionnaire.

*Residents participants:* Purposive sampling is often used to identify specific groups of people who live in circumstances relevant to the phenomenon being studied (Wellington & Szczerbinski, 2007). In order to achieve a sample that provides characteristics of the population from which the sample was obtained, a systematic purposive sampling technique was used to select residents for questionnaire survey. First, the residents were classified according to neighbourhood and then two most damaged neighbourhoods were selected. One out of every three homes was integrated in the sample. The criteria for selection of local respondents were living in the city during the reconstruction period (1988–1995) and have a personal or family background in the pre-war era to compare before and after the war situation. Therefore, only an adult above 25 years old from each home was interviewed. If the property was a residential complex, up to three households were interviewed. If a house was vacant or an adult was not at home to answer, the interviewer went to another nearby house. Up to 25 homes were interviewed in each neighbourhood. Totally 90 questionnaires were obtained, 45 from residents and 45 from tourists.

### c) Questionnaire survey design

The quantitative survey firstly examines the respondents' characteristics as either residents or tourists, and then evaluates the tourism potential and post-war situation regarding tourist development. Due to the findings of the qualitative phase, the third and fourth parts of the questionnaire survey are designed in terms of qualitative findings.

*Government policy:* The expert interviews revealed the priorities of the reconstruction plan in Khorramshahr, which are examined through the responses of the residents to the quantitative phase of the survey. Moreover, a new wave of tourism has flourished during recent years in the post-war regions.

Regarding this new wave of tourism, the questionnaire survey obtains information about the post-war tourism situation in Khorramshahr to compare other types of existing potentials, including nature and culture. Moreover, the survey of residents validates the government priorities for reconstruction during the war and the government's current tourism policy.

Tourism benefits are generally classified according to the duration and purpose of a journey (Rowe et al., 2002). Hence, the length of stay and type of accommodation are two important factors in the profiling part of the questionnaire, which examines the tourist spending value to examine low-costs of recent tourism in Khorramshahr as the qualitative theme emanating from interviews.

*Architecture:* The qualitative findings revealed two different strategies for the reconstruction of buildings and post-war tourism attractions in the city. Two important buildings with the potential for post-war tourism are the Khorramshahr Mosque and the War Museum. The mosque has been restored to its original pre-war condition, in contrast to the War Museum that has been reconstructed with some retention of the war's effects to show the history of the war in the building's facade.

The questionnaire seeks to identify respondents' demands and trends regarding post-war buildings as a tourist attraction through ranking-type questions about these two buildings. The low level of attention to the indigenous pre-war architecture is examined in relation to the second variable. The issue is examined through residents' views on the newly built buildings after the war. The questionnaire survey also examined the views of tourists and residents about the proposed landmark theme and locations as architectural attraction of Khorramshahr.

*Urban fabric reconstruction:* According to the experts, two different demands have emerged as alternative functions in the damaged urban fabric, although the theme for both should be considered as the need to create lively space to eliminate the tragic memory of war. The quantitative survey in this part seeks to obtain information about urban problems and alternative functions for the damaged areas according to the opinions of the tourists and residents.

*Supportive infrastructure for tourism development:* The first phase of the research qualitatively identified the impacts of developing infrastructure and its relation to reconstruction and tourism development. This part of the survey seeks quantitative information about the role of infrastructure in promoting tourism and city restoration: transportation, oil company investments, and harbour development.

To summarize connection between qualitative and quantitative part in this section, table 3.3 shows the themes arising from the findings of the qualitative phase are examined with five-point Likert scale questions in the quantitative phase.

**Table 3.3:** The qualitative findings and respondents of questionnaires.

Concept	Qualitative Finding	Respondent	Question Code
Government Policy	<ul style="list-style-type: none"> <li>• Reconstruction priorities</li> </ul>	Local	D19
	<ul style="list-style-type: none"> <li>• Low cost travel to Khorramshahr as the government tourism policy</li> <li>• Religion and nationalism aspects as the dominate theme of tourism policy</li> </ul>	local	D18
Architecture	<ul style="list-style-type: none"> <li>• Preserving war's effect on the reconstruction of building for tourism attraction</li> </ul>	Tourist and local	C12, C13, C14
	<ul style="list-style-type: none"> <li>• Architectural acceptability in new made buildings after the war</li> </ul>	Local	D20
	<ul style="list-style-type: none"> <li>• Theme and location of landmark due to post-war tourism</li> </ul>	Tourist and local	C15, C16
Urban Fabric	<ul style="list-style-type: none"> <li>• Alternative functions for tourism development in the reconstruction of damage urban fabric</li> </ul>	Tourist and local	C17
	<ul style="list-style-type: none"> <li>• Current problem in urban fabric after reconstruction</li> </ul>	Local	D21
Infrastructure	<ul style="list-style-type: none"> <li>• Infrastructure potentials for city restoration through tourism development</li> </ul>	Local	D22

#### d) Questionnaire Parts:

Based on the aforementioned criteria, two questionnaires for tourist and local respondents was designed with shared and specific questions. Part A and C included shared questions for tourists and local, part B contained specific questions for tourists and part D were answered by a local people.

*Part A:* Questions sought demographic information, such as gender, age, and education level for the both groups of respondents.

*Part B:* This part investigated travel information for visitors, including the purpose of visit, preferred accommodation, length of stay, and motivation for traveling. Next, this part examined the situation of post-war attractions in the city. Potentials for post-war attractions, which were defined through the qualitative findings, were evaluated in this part of the questionnaire survey.

*Part C:* The information about the post-war tourism and locals' attitudes about the preservation of the war's effects on the selected buildings was conducted. In regards to resident and tourist views, post-war reconstruction strategy, theme, and the location of

landmarks were examined in this part of the questionnaire. Respondents expressed their attitudes by choosing one option on a five-point Likert scale as follows: 1 = strongly disagree; 2 = disagree; 3 = neither agree nor disagree; 4 = agree; and 5 = strongly agree.

*Part D:* The last part examined resident's statements regarding Khorramshahr reconstruction policy and priorities after the war. Current urban problems and infrastructure potentials were examined.

#### e) Quantitative Analysis and Reporting Procedure

The World Tourism Organization (2001) indicates that tourism destinations have plans of analysis as follows: tourism demand analysis and tourism supply analysis. Demand analysis examines the existing and intended visitor markets for the destination. It involves a market analysis that examines the likely tourist arrivals and characteristics, and the travel patterns and trends of the markets. Tourism is viewed as a source of visitor expenditures, which will benefit the local economy, create spending, and stimulating employment while increasing the standard of living of the local population. Demand analysis is essential in understanding the competitiveness of the destination with other tourism destinations with similar attractions (Inskeep, 1994).

Tourism supply analysis is the second approach that examines the destination itself, including its attractions, accommodations, and facilities and transportation (Inskeep, 1994). In the assessment of a new development for a previously undeveloped area, site selection is an important element with the analysis examining various locations or sites and the relationship of the site to tourist attractions including different natural and/or man-made features, which attract visitors for a variety of activities (Tosun & Jenkins, 1996).

In regards to the quantitative analysis in the Chapter 5, the data analysis involved three steps using SPSS (version 21) and Excel (2007). The first part was to provide a descriptive profile of respondents as well as tourism potentials according to the supply analysis criteria. In the second step, the main part of the questionnaire survey examined the level of agreement or satisfaction of respondents through a five-point Likert scale and were analysed descriptively according to resident and tourist statements. Lastly, the researcher conducted an inferential analysis of quantitative data to examine significant differences between tourist and residents' groups.

Frequency distribution: It is a process of collecting, arranging, tabulating, and presenting collected data. In this survey, the use of categorical frequency table cross-tabulation and bar charts were used to present the statistical output.

Measures of central tendency: It describes the typical or average score to indicate the Centre of the distribution. The measures of central tendency in this research are mean and median,

Mean: The most commonly used measure of central tendency is the mean, the arithmetic average of all the scores. The mean is computed by summing the scores and dividing by the number of scores as follows:

$$\text{Mean} = \bar{X} = \frac{\sum X}{N} \text{ (Mertler \& Reinhart, 2016)}$$

The term  $\bar{X}$  (read "X bar") is the notation for the mean. The term  $\sum X$  (read "sigma X") is the summation notation and simply means to add all the scores.

Median: A second measure of central tendency is the median. This is the middle score for a distribution in which the scores have been ordered from lowest to highest.

Measures of dispersion: Variance and standard deviation essentially are the measures of differences between individual value and the mean value, which identify the dispersion of responses. The variance is computed by summing the squared distances from the mean and dividing by the degrees of freedom (equal to the number of scores minus 1) and standard deviation is the square root of the variance.

*Inferential analysis:* This part seeks to reach conclusions that extend beyond the immediate data (Siabong, 2006). The section examines whether the response of locals and tourists to 12 categories of qualitative findings are the same or different. Following are the 11 categories of qualitative findings used in the inferential analysis to compare tourist and resident statements.

- Preserving war effects as tourist attraction.
- Rank of satisfaction of a new mosque building with less respect to war history.
- Rank of satisfaction of reconstruction the War Museum building with preserving war effects.
- Landmarks theme: Natural symbol
- landmarks theme: War relevant symbol
- landmarks theme: Cultural symbol
- Location for landmark of Khorramshahr: riverside
- Location for landmark of Khorramshahr: downtown
- Location for landmark of Khorramshahr: entrance of the city
- Substitute function in destructed fabric in neighbourhoods of the city: social space
- Substitute function in destructed fabric in neighbourhoods of the city: supporting and city services.

In other words, the researcher tests whether the distribution of statements in the analysed items is equal for both groups. Inferences about population means using parametric tests such as T-test,  $\chi^2$ -test, and analysis of variance (ANOVA), in statistics has relied heavily on one major fact that the data is normally distributed. Alternatively, when the data are not normally distributed or there is no idea about the distribution, non-parametric tests will be used. These tests do not require any specific form for the distribution of the population. It should be noted that all tests involving ranked data are non-parametric.

For testing differences between distributions of two different populations with an assumption of normal distribution, usually researchers use a parametric test such as T-test and ANOVA. An alternative non-parametric test when testing the difference between two populations is required uses the Mann-Whitney U Test. In some textbook it is also called the Wilcoxon Rank-Sum Test. The logic behind the Mann-Whitney U test is to rank the data in each group, and then see how different the two rank totals are. If there is a systematic difference between the two conditions, then most of the high ranks will belong to one condition, and most of the lower ranks will belong to the other. As a result, the rank totals will be quite different. On the other hand, if the two conditions are similar, then high and low ranks will be distributed fairly evenly between the two conditions, and the rank totals will be fairly similar.

To conduct the test: Let  $\pi_1$  is the population of locals and  $\pi_2$  is the population of tourists. Let  $F_1(X)$  and  $F_2(X)$  are the distribution of locals and tourists where  $X$  is the responses of individuals. Therefore, our hypotheses are:



H0: There is no difference between the resident and tourist on response to the statement.

Ha: There is a difference between the resident and tourist on response to the statement.

(Norušis, 2008).

Steps for applying the test:

- i. For a given statement, pool responses of both locals and tourists together in a column.
- ii. Sort the data and rank from 1 to N, where  $N = n_L + n_T$ .
- iii. Calculate the statistic  $W_L$ , which is the sum of resident ranks.
- iv. Calculate mean and standard deviation by 
$$\mu_w = \frac{n_L(N+1)}{2}$$
  
and 
$$\sigma_w = \sqrt{\frac{n_L n_T (N+1)}{12}}$$
.
- v. Standardized the statistics by 
$$Z = \frac{W - \mu_w}{\sigma_w}$$
.
- vi. At the 5% significance level if  $-1.96 < Z \leq 1.96$  then there is no significant difference between tourist and resident respondents.

### 3.3.5 Validity and Reliability

Validity and reliability must be accomplished in all studies. In quantitative research, reliability refers the ability to replicate the results of a study and no expectation of replication (Creswell, 2013). Lincoln and Cuba (1985) suggested credibility criterion and persistent observation regarding validity of qualitative research. Credibility criterion is similar to internal validity with the focus of establishing a match between the

responses of the experts (e.g. Authorities, planners, and designers) and those realities represented by the evaluator and designer of the instrument (the researcher and the research in the study). Yin (2010) explained that internal validity is required for explanatory or casual studies not for descriptive or exploratory research. Moreover, Yin argued the reliability of qualitative research demonstrates operation of study such as the data collection procedure can be repeated with the same results. Persistent observation requires sufficient observation to enable the evaluator to identify those characteristics and elements in the situation that are most relevant to the issue pursued and to focus on the details.

Yin (2010) implied four methods were used to establish the quality of any empirical social research, including construct validity, internal validity, external validity, and reliability. Gall and Borg (1996) discussed eight strategies commonly employed to achieve validity of a study. Triangulation, member checking, chain of evidence, outlier analysis, pattern matching, and representativeness checking are used to increase a study's validity. Long-term involvement and coding checks are used to address the issue of reliability. This research adopts triangulation refers to the process of using multiple data collection methods, data sources, and analysis. If similar themes are noted in data collected from a variety of sources, the credibility of the interpretation is enhanced

(J.W. Creswell, 2013; Yin, 2010). The collection and comparison of data from different sources (qualitative and quantitative) enhances data quality based on the principles of idea convergence and the confirmation of findings (Knafl & Breitmayer, 1989).

Regarding validity and consistency of research concepts and categories, Table 3.4 presents the weight of concepts, related categories, and themes of the research according to the field work/study of interviewees.

This table provides information about highlighting problems with the experts according to their field of academic experiences. A minimum of three (interviewee No. 3) and a maximum of seven (interviewee No. 5) subjects were emphasized as experts. Generally, every expert inclines to categories related to his/her field; however, consensus on the variables by different range of expertise strength validity of findings. Moreover, Table 3.4 presents the majority of sub-variables expressed by more than six experts and at least eight interviewees demonstrated the critical role of variables in the research contexture. According to this table, most of the experts stressed that there were urban problems after reconstruction periods remaining.

### **3.4 Summary**

The chapter started with a definition of the research methods and data collection techniques. The research design is a critical stage of this research as it sets out the plan to be followed by a researcher and leads to success or failure in the research outcomes (Monette et al., 2002). As the topics of post-war reconstruction and tourism involve a wide range of primary and secondary data, the design of a proper strategy of research method is a critical stage of the research. This research adopts the applied type of research application, with the exploratory mixed method of research design. The intent of this two-phase, sequential mixed method is to investigate tourism approaches in the post-war reconstruction process.

**Table 3.4:** Research concepts validity based to the interviewees

Number of interview	Concepts	Government Policy		Architecture			Urban Fabric			Infrastructure	
	Field of work/Study of interviewee	Tourism	Reconstruction	Less value of Post-war Architecture	Reconstruction Building as Tourism Attraction	Land Mark Attraction	Interaction of Reconstruction and Tourism	Urban Problem	Proposed Strategy of Reconstruction Regarding Tourism	As Secondary Element of Tourism Development	Vision in Periods of Reconstruction
1	Architect /urban designer 1	*		*		*	*	*			
2	Architect /urban designer 2	*		*	*	*			*		
3	Architect /urban designer 3			*		*				*	
4	Urban planner 1	*		*			*	*			
5	Urban planner 1		*	*	*	*		*	*	*	
6	Urban planner 2	*	*			*				*	
7	Tourism authority 1	*			*		*	*	*		
8	Tourism authority 2	*			*	*		*		*	*
9	Tourism authority 3	*		*		*			*	*	
10	Reconstruction authority 1		*					*			*
11	Reconstruction authority 2		*		*		*	*			*
12	Reconstruction authority 3		*					*	*	*	
Total point of theme		7	5	6	5	7	4	8	5	6	3
Average		6		6			6.33			4.5	
Number of interviewee who stressed the concepts of research		11		9			10			8	

The first phase of primary data collection is a qualitative exploration of the reconstruction process and tourism development criteria by expert interviews and field observations in the post-war city. The findings from the qualitative phase guided the development of the relevant research variables and contributed to the development of the quantitative survey. Based on a consideration of the primary tourism development criteria, Khorramshahr was selected as the research setting. Khorramshahr was the largest city to be occupied during the last war between Iraq and Iran (1980–1988). It had a flourishing tourism sector before the war. The next level of research design explained the primary and secondary data seeking for the research considering the war event and research context. Expert interviews and field observations were adopted as the qualitative instruments and the questionnaire survey was adopted as the quantitative instrument for the primary data collection. Regarding the sampling of respondents, the research adopted purposive sampling for both phases of data collection. The interview questions were designed according to the objectives and concepts of the research to seek knowledge about the reconstruction priorities and the existing problems after the post-war reconstruction; and, lastly, the potential and contribution of post-war tourism in the reconstruction process. According to the research framework, two methods of observation were conducted, unstructured observations were carried out to note remaining war damages and related post-war elements of tourism in the urban area and buildings; and secondly, systematic observations were carried out to record the tourist's path regarding post-war attractions. The riverside landscape and retained post-war elements in the War Museum and the Mosque in Khorramshahr were the fields where observations were carried out by the researcher to investigate tourist interactions with post-war attractions. According to the framework of this research, the next chapter will discuss Khorramshahr as the context of this research and explains the war effects in urban areas and social life of residents in detail.

## **CHAPTER 4: THE RESEARCH CONTEXT**

### **4.1 Introduction**

The literature review in Chapter 2 provides insight into the contributions of tourism development in the post-war reconstruction. More importantly, it identified the impact of government policy, architecture and landmarks, and urban space and infrastructure on tourism development and post-war reconstruction. Chapter 3 identifies the primary and secondary data-gathering methods and instruments used in for this research.

According to the research framework and methodology, this chapter discusses the context of Khorramshahr regarding war destruction and the current situation for tourism and reconstruction according to available documents. The first part provides a brief overview of Iran including the geography and societal characteristics. The impact of war as a major incident in Khorramshahr before and during the war will be explained in the following part. The urban situation and the process of development in the city is then discussed. An overview of the pre-war conditions and an exploration of the pre- and post-war tourism development is the focus of the next part of the chapter. Lastly, a discussion on the impact and policies of post-war reconstruction and tourism development in the city of Khorramshahr.

### **4.2 Iran Context**

Persia is a historical name of Iran, which is known for its extensive trading enterprise consisting of the Caspian Sea, the Persian Gulf, and the Gulf of Oman, because the country had access to several ports and waterways that made such trade and conquests of neighbouring lands possible.

Iran (known as Persia until 1935) is a Middle Eastern country in the west of Asia and lies between latitudes 24° and 40° north, and longitudes 44° and east. It is limited to the Caspian Sea in the north and the Persian Gulf in the south; and shares borders with Iraq in the west; Turkey in the northwest; Azerbaijan, Turkmenistan, and Armenia in the north; and Afghanistan, and Pakistan in the east. Iran is the 18th-largest country in the world with 1,648,195 km<sup>2</sup> (636,372 sq. mi) area. About 90% of the country's territory lies within the Iranian Plateau. Most of the country is located in the mountainous and semi-arid areas with elevations of 1,200 meters above sea level. More than half the total area is mountainous, and less than a quarter of the land is cultivated. The lowest point in Iran is located on the Loot desert at 56 meters below sea level and the highest elevation is Mount Damavand in the Alborz Mountains at 5,610 meters. In terms of morphology, Iran is divided into two parts, South branch, is the Zagros Mountains, which form a big wall, and separates central Iran from the plains of Mesopotamia.

The northern branch is made by the Alborz Mountain in the northerly area of Iran with a mild humid climate in the south near the Caspian Sea. Iran has a unique climate. The difference between the hottest and coldest temperatures in the winter can sometimes reach over 50°C. The hottest spot on Earth in 2004 and 2005 was in the Loot desert in the centre of Iran. In other respects, the minimum temperatures of the coldest cities reach to 30°C below the freezing point. Iran's climate ranges from arid or semiarid to subtropical along the Caspian coast and the northern forests. Along its northern border, the Caspian coastal plain, temperatures rarely go below freezing and the area remains humid for the remainder of the year.

In terms of history, the old Persian Empire such as the Achaemenid and Sassanid dynasties from 900 BC–652 AC; emersion of Islam by Arab domination and Mongol attacks (652–1500 AC), the Safavid dynasty is one of the most important aspects of Iranian history of the past era. In recent centuries, events such as the Second World War and its political consequences were the main aspects; and in the most recent decades, the Islamic revolution in 1979 and the Iran-Iraq War had a greater impact on Iranian society.

Today, the political system of the Islamic Republic of Iran is based on a constitution that was approved by referendum in 1979 after the Islamic revolution. The principles of the constitution separate the executive, legislative, and judicial powers. The Supreme Leader is the Commander-in-Chief of the armed forces, controls the military intelligence and security operations; and has the sole power to declare war or peace. The constitution provides for the second highest state authority is the President of Iran, who is elected by universal suffrage for a term of four years and can only be re-elected for one more term. The President is responsible for the implementation of the Constitution and for the exercise of executive powers, except for matters directly related to the Supreme Leader.

The recent census of the population and housing, which was conducted in 2011 revealed that approximately 75 million people live in Iran and there is a 1.29% growth rate. The average age of the population is 27 years; 70% of this population live in the 1,331 cities of Iran, and the remainder (30%) live in villages ("Census of the Islamic Republic of Iran 1390," 2011). Eight metropolitan cities with populations of over one million exist in Iran; namely, Karaj, Tehran, Isfahan, Ahvaz, Shiraz, and Qom. Tehran is the largest and the capital of Iran with more than 10 million people. In terms of religion, 99.4% are Muslim. Shia Islam is the official religion and Farsi (Persian) is the official language.



In terms of economy, almost 70% of the country's exports are generated through oil and gas revenues, which has a major distorting impact on attempts to develop other sectors in the economy, including non-oil export industry, manufacturing, agriculture, and tourism. According to the World Bank (2010), the average income in 2009 was USD\$11,400. The average income in 2002 was USD\$7,370, which indicates that Iranians have benefited from 80% growth in incomes from 2002 to 2009.

#### **4.3 The War Impacts in Iran (1980–1988)**

This section explains the war's effects on Iranian society then concentrates on urban destruction as the main concern of this research. The old border disputes between Iran and Iraq were associated by Saddam Hussein's (Prime Minister of Iraq from 1978–2002) ambitions, eventually caused a war between Iran and Iraq that lasted for eight years. Iraq attacked via simultaneous invasions by the army and air force on 22 September 1980. It was the second longest classic battle of the 20th century and one of the most strategically important conflicts that involved two great oil producers and occurred within a region that produces more than half the world's supply of oil (Hilāl, 1981). Khorramshahr in Iran and Faw in Iraq were two major cities that were occupied for nearly two years. After three years of war, the Iranian army gave back occupied territories and released Khorramshahr in the second year from the Iraqi army. In the last year of the war, with military intervention by the US Navy, a large number of oil platforms, tankers, and merchant ships with the flags of various nations were involved in conflicts in the Persian Gulf. Despite calls for a ceasefire by the United Nations Security Council, hostilities continued until 20 August 1988. Ultimately, the truce was established by resolution no. 598, a UN brokered ceasefire, which was accepted by both sides. Two years later, as war with the western powers loomed, i.e. the Second Persian Gulf War between Iraq and Western countries led by the US, Saddam Hussein (Prime Minister of Iraq) recognized Iranian rights over the eastern half of the Arvand river

(Ahrari & Noyes, 1993). On 9 December 1991, Javier Pérez de Cuéllar, U.N Secretary General at the time, reported that Iraq's initiation of war was unjustified as was its occupation of Iranian territory and the use of chemical weapons against civilians.

During eight years of war, both countries suffered millions of casualties and lost billions of dollars. The collateral damage to the economies of other nations was also immense. Cities on both sides were destroyed by bombings and rocket attacks. Iraq's army also used chemical weapons against Iraqi Kurds and Iranian militants in the last year during the war. This war is known as "holy defence" and "the eight-year war" in contemporary Persian literature.

#### **4.3.1 Infrastructure Damages in War**

Large-scale devastation occurred in urban infrastructure, agribusiness, and the oil industry in Iran. The war destroyed the west and southwest provinces agriculture. Arable and palm land were also severely damaged whereby three out of seven million palms in Khuzestan province were located around Khorramshahr and Abadan. In addition, eight hundred large and small industrial factories were damaged or completely destroyed.

In 1980, Abadan had one of the largest oil refineries in the world that produced an average of 700,000 barrels per day of petroleum products. During the siege of the city, the Iraqi army heavily attacked Abadan and its refinery complex and rendered it inoperable (Hooglund, 1989). Moreover, Kharg Island, which is located in the Persian Gulf and is one of the world's largest oil loading facility, was repeatedly bombed. As a consequence of these significant losses, Iranian oil income was greatly reduced.

The next consequence of the war damages on infrastructure was the deprivation of using the Arvand River for trading and transportation, because of the destruction of the Khorramshahr port and unsafe conditions in the region. In addition, a number of public services such as health and education institutions as well as cultural centers have extensive damage.

#### **4.3.2 Human Casualties**

According to statistics by the Foundation for Preservation and Publication of Holy Defence Values (2011), about five million Iranians participated in the war as part of the military with 190,000 killed and 672,000 injured. The greatest disadvantage of this war was the dramatically decreased living conditions for ordinary citizens whereby two-thirds of Iranians involved the human toll. Numerous civilians were also killed with approximately 1 million and 240,000 forced to migrate from war torn cities (Rabani, 1997).

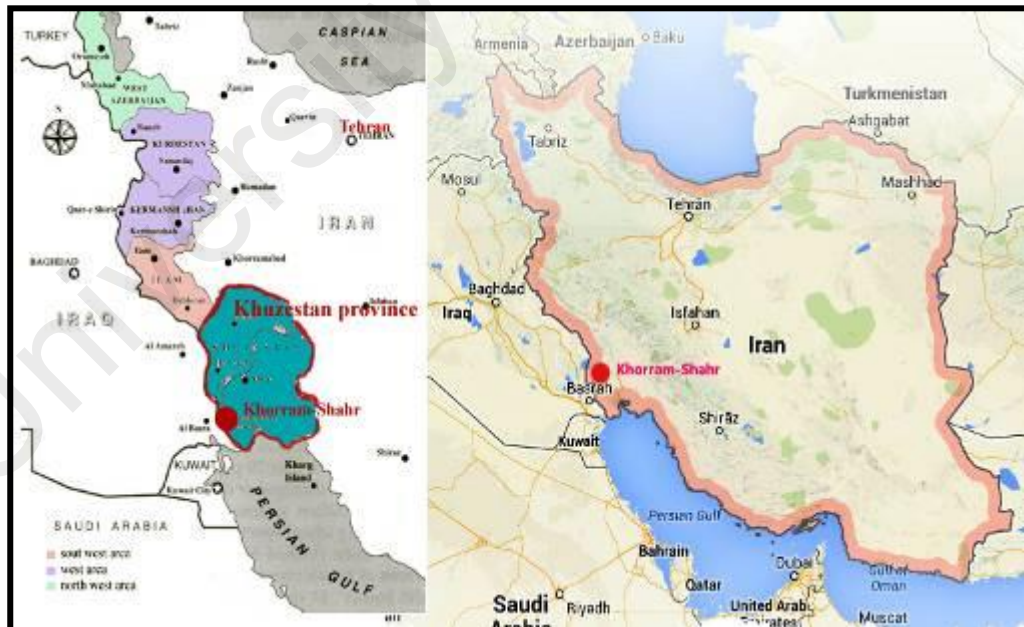
#### **4.3.3 Urban Devastation**

According to government statistics by the Head Quarters of Reconstruction and Renovation of the War Region (*Setade bazsazi manategheh jangzade*) among all 24 provinces and 16 were directly involved in military attacks. These included 328,340 residential and commercial buildings, which were damaged or ruined in 87 cities. Sixty-nine war cities were located in Khuzestan province. This province had the most damage residential buildings with approximately 117,000 units. At the time of the war, 12 cities were occupied by the Iraqi army, namely Khorramshahr, Susangerd, Bostan, Hoveyzeh, Mehran, Dehloran, Moosian, Caesar-Shirin, Sarpolzohab, Gilan-e-Gharb, Naft-Shahr, and Soomar.

The largest occupied city was Khorramshahr, which had 88% of its urban area damaged. Entire financial losses for Iran and Iraq are believed to exceed USD\$1.2 trillion dollars, about USD\$600 billion for each country (Encarta, 2009).

#### 4.4 Khorramshahr Context

Khorramshahr is surrounded by the Persian Gulf in the south and by Iraq's border in the west and north. Khorramshahr is located in the extreme southwest area of Iran and is the end point in Khuzestan Province (Figure 4.1). This geopolitical strategic situation makes the city one of the most important regions in Iran. Khuzestan Province is one of the richest parts of Iran as regards its archaeological and cultural heritage significance as well as being the wealthiest oil territory of Iran. The most recent census in 2011 showed approximately 163,000 people lived in 42,178 families in Khorramshahr (*Statistical Yearbook of Iran 1390*, 2012).



**Figure 4. 1:** Khorramshahr location in Khuzestan Province

Source: Reconstruction plan of Iran (2000)

#### 4.4.1 Geographical Importance of Khorramshahr

Khorramshahr with an area of 1, 902 sq. km is situated six meters above the sea level and lies on the west of the Karoon River. This river joins to Arvand-Rood (*Shatt al-Arab*) in the extreme southwestern border of Iran. The city is 72 km far from the Persian Gulf and 1,000 km from the capital, Tehran. The region is a fertile plain with highly productive agriculture, especially cane and sugar beet. The Karoon River divides the city into two sections, south and north and two bridges connect these urban areas (Figure 4.2).



**Figure 4.2:** Khorramshahr Rivers

Source: Iran National Cartographic Organization (2011)

The old bridge of Khorramshahr had an important role for 45 days of battle when the city was resisting the invaders. This bridge was made in 1969 and is 616 m long and 8 m wide, and was damaged during the Eight-year War (Figure 4.3). The new bridge was built in 2001 after the reconstruction period (Figure 4.4).



**Figure 4. 3:** Khorramshahr Bridge during the war

Source: Holly Defence Museum (2012)



**Figure 4.4:** Aerial photo of Khorramshahr

Source: Abyar (2009)

In terms of urban development, the most important part of Khorramshahr is the northerly division, where the city was invaded from. Important buildings and the city centre are also located here. Forty-five days of urban warfare occurred on the streets of Khorramshahr before occupation in the first year of the war and severely destroyed many buildings. However, most destruction occurred during the forty-five days of urban warfare.

#### **4.4.2 History of Khorramshahr**

The current city is located at site of the old Abbasid port of Mohammerah, which was at its height during the time of Alexander the Great around 250 B.C. During the Seleucid period, the town was a prosperous trading centre and remained so through the Sasanian and into the Islamic period. Mohammerah, the town was attacked and demolished by the Turks in 1837, and it was allocated to Iran in 1847; though in practice, it was ruled by a local sheikh rather than territorial governments.

The modern city was founded by Sheikh Yusuf bin Mardo, when steam navigation began on the Karoon River in 1812. The name remained the same until the 1930s, when the Iranian Academy of Culture (Farhangestan) amended the city name to Khorramshahr. The population in Khorramshahr was modest with only about 5,000 people early in the 20th century. The city developed quickly when the first commercial deck was exploited in 1919 for berthing ocean ships. The Trans-Iranian railway played a great role to flourish the city by connecting the port to the rest of Iran via the capital, Ahvaz. The Trans-Iranian railway was a main railway project started in 1927 and completed in 1938, with indigenous capital. During World War II, the port of Khorramshahr played an integral role in overcoming the coalition forces when six additional decks were constructed.

The final stage of growth was established by another war outside the country. In the 1970s when oil prices increased because of the Arab-Israeli war, a high national income and increasing demands for importing merchandise transformed Khorramshahr to be the largest port in the Middle East. Moreover, the expanding oil industry in the neighbouring city Abadan affected Khorramshahr in the process of regional development. This port city experienced the most flourishing time in terms of trading and tourism exchange. However, shortly after the Islamic Revolution in 1979, the city was involved with political conflicts followed by the war event in 1980; and the city

collapsed after 10 years of decline (Russell & Cohn, 2012). The newest stage of Khorramshahr history will be discussed in the next section. A brief history of the recent century for Khorramshahr includes:

1837: Attacked and demolished by the Ottomans.

1847: Mohammerah comes under Persian control, even if it had autonomy under a local Sheikh.

1908: Oil is discovered in the region of Mohammerah and neighbourhood city Abadan, bringing swift growth and prosperity to the two cities.

1924: Reza Shah Pahlavi takes the control of Mohammerah from a local Sheikh and put it under full Persian control, and renamed it Khorramshahr.

1940s: Khorramshahr connected to the Trans-Iranian Railway.

1980: It captured by Iraq during the Iran-Iraq War, and almost all the populations fled.

1982 May: Recaptured by Iran; however, it remained de-populated up to 1990.

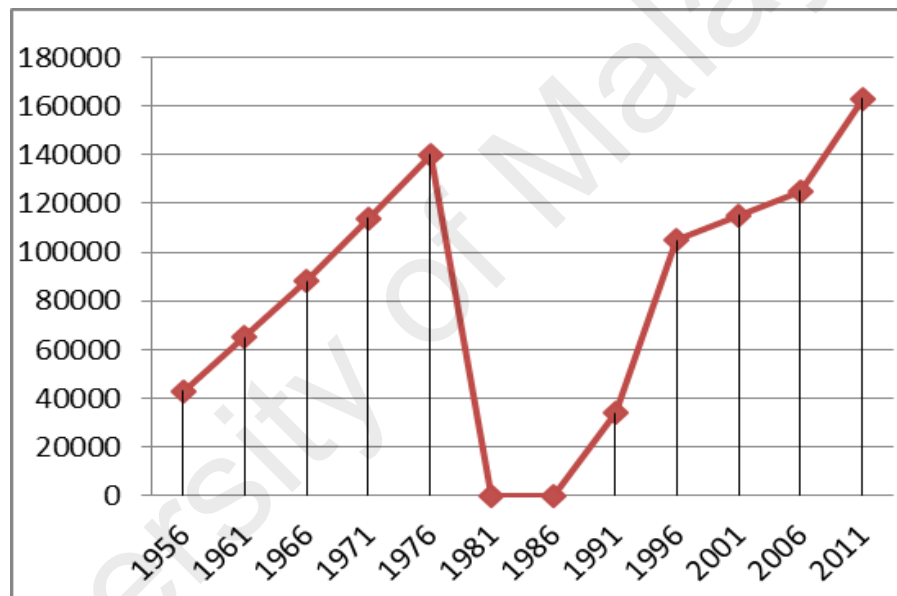
1990's: The port and large parts of the centre were rebuilt. Many of the former inhabitants returned.

#### **4.3 Population and Demographic Changes in Khorramshahr**

Demographic change is an example of the physical and social characteristics of urban development. As discussed in the city's history, Khorramshahr started the flourishing era by expanding the port from 90 years ago and reached to the highest level before the war in 1979. According to the half-century of existing statistics, the city has dramatic changes of the resident population due to two influential events. Trading boom, war and reconstruction are three effective subjects in the demographic changes of Khorramshahr. It reached its peak of population of 150,000 before the war when the country's population was 35 million (Figure 4.5). The significant growth dramatically



crashed due to the war event in 1980 while the city was abandoned and de-populated for almost eight years. Today, the number of residents rebounded to the pre-war population; however, the country's population also doubled from 35 million to 75 million from 1980–2011. The next significant point on the chart was the major differences between rapid increases during the reconstruction period (1988–1996) and slowed after the reconstruction period (1996–2006).



**Figure 4. 5** Khorramshahr population graph

Source: Statical year book of Iran (2011)

#### 4.4.4 War-Damages in Khorramshahr

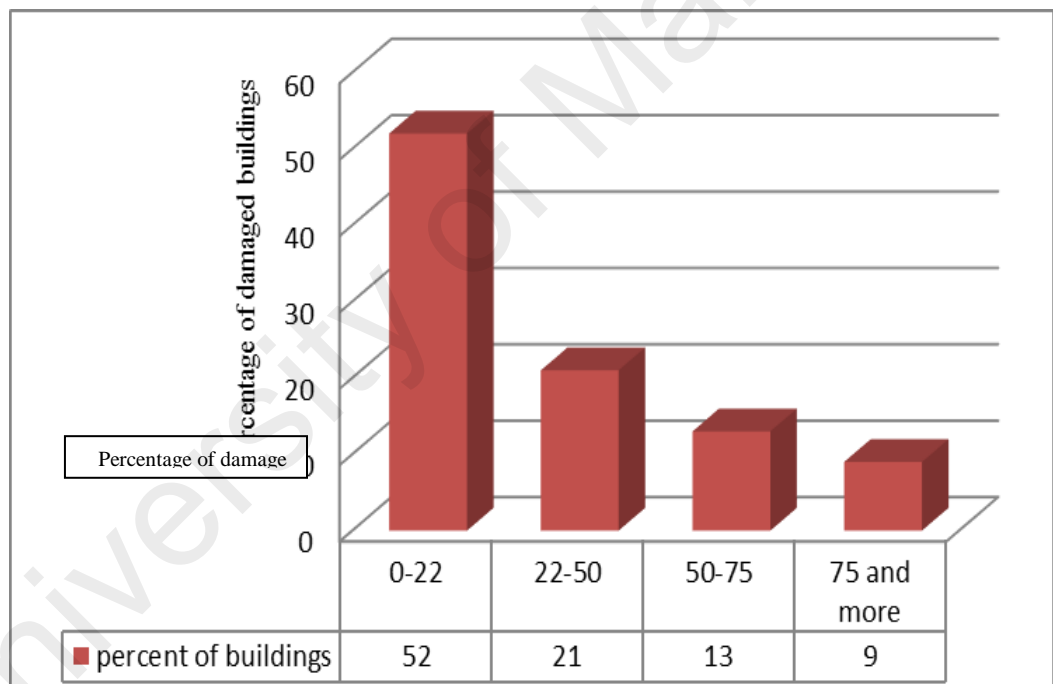
Khorramshahr was the largest and most important occupied city during the Iran-Iraq war. The flourishing pre-war situation was damaged, with 88% of buildings and infrastructure destroyed during the war, and it was un-populated for almost seven years. According to the first comprehensive reconstruction plan for Khorramshahr<sup>2</sup> after the city was liberated, 18,710 commercial and housing buildings existed within the city.

<sup>2</sup> *Comprehensive plan for the reconstruction of Khorramshahr, Naghshe Jahan Pars Consulting Engineers, 1988*

Approximately, 2,000 of them were destroyed completely and 16,000 remaining buildings were damaged as follows (Figure 4.6):

- 52% of buildings damaged up to 22%.
- 21% of buildings damaged between 22–50%.
- 13% of buildings damaged from 50–75%.
- 9% of buildings damaged more than 75%.

As shown in the bar chart, the majority (52%) of buildings were damaged less than 22% and only 9% were mostly (75% and more) damaged



**Figure 4.6:** Bar chart of buildings and damage percentages in Khorramshahr

Source: The first reconstruction plan of Khorramshahr (1983)

#### **4.5 Post-War Reconstruction Plan in Iran**

Reconstruction has a long history in Iran, because of numerous natural disasters such as earthquakes, and man-made events, in particular, wars. Most of the territory is on the earthquake belt; and, also, due to the geographical features and historically, the people were faced with devastating warfare.

The war between Iran and Iraq (1980–1988) was the one of the most important wars in Iran and resulted into the vagrancy of more than one million Iranians with a mass migration from war-torn cities (Rabani, 1997). The government recognized that reconstruction did not simply mean the repair of war damages, but also includes government programs designed to satisfy some of the popular aspirations for greater economic and social justice (Hooglund, 1989). According to the government's plan that defined the approaches for reconstruction and renovation of war torn regions in 1982, Khorramshahr reconstruction process was divided into two stages during- and post-war reconstruction period. The first step of reconstruction began with a cabinet meeting in May 1983 10 days before the liberation of Khorramshahr. Reconstruction during the war commenced on five war provinces to achieve the integration of urban population, prevent mass migration, and give confidence to war victims. The Plan and Budget Organization approved methods and administrator department of war zones as the following guidelines indicate:

- i. Considering to public participation in all phases of reconstruction and renovation.
- ii. Trust in the public institutions to implement the reconstruction and redevelopment plans.
- iii. Fair and equitable distribution of public aid based on the needs and priorities of war torn residences.
- iv. Fulfilment of government policies at all stages of reconstruction.

- v. Cooperation between all governmental, semi-governmental, and public organizations and departments.
- vi. Integration of the current organization to prevent expiation of involving sector, which is led to mismatching distribution. (*Reconstruction Plan of Iran*, 1983)

The first phase of during-war reconstruction was implemented effectively in the damaged cities. A number of cities were not considered during-war reconstruction due to the risk of re-occupation. Regardless of all the legislation and effort to implement reconstruction during the war, the most significant share of reconstruction was delayed to the end of war remarkably in terms of occupied cities like Khorramshahr.

The main impetus for reconstruction was begun after the war when the definition of priorities for reconstruction became politically contested in the Iranian regime. Since August 1988, Iran has turned its attention to the enormous task of reconstruction, whether it is war, industrial calamity, or natural disaster (Hooglund, 1989).

#### a) Policy for the Reconstruction Plan

Different political groups sought to have their own social and economic programs that were reflected in the reconstruction strategy. The debate centred on the following three issues, including 1. Rebuilding the military, 2. Reinvigorating the national economy, and 3. Reconstructing war-damaged areas. Conservative and pragmatist factions believed that economic growth should guide reconstruction, and these views came to dominate official policy. As a result, most reconstruction efforts are devoted to strengthening market mechanisms, privatization, and liberalization of trade (Motawaf, 1989). The Supreme Council for Reconstruction and Renovation of War-Damaged Areas is the highest-level body responsible for reconstruction. It made strategic decisions and oversaw efforts to promote public financial contributions. Another body, the Central Headquarters for Reconstruction, set priorities, made policies, supervised

project implementation, and coordinated the work of other organizations. The various sectors in the Reconstruction Headquarters coordinated reconstruction work with the planning committees and supervised projects implemented by contractors. Finally, the Provincial and County Reconstruction Headquarters are responsible for a variety of tasks, including prioritizing the reconstruction projects for implementation. These governmental institutions are assisted by other public and private organizations, such as the Housing Foundation, the Ministry of Reconstruction Crusade (Jahade Sazandegi), and supporting centres for particular projects or cities such as Khorramshahr, philanthropic organizations, and revolutionary foundations.

The role of government is limited to investing in job-generating productive units, supervision of reconstruction processes, provision of technical services, and financial assistance. In all cases, site preparation is a public responsibility. The government is also responsible for equipping public offices with adequate equipment and skilled labour as well as for delivering basic construction materials to the project sites.

#### b) Architecture Guidelines of the Reconstruction Plan

After the war, architectural guidelines from the reconstruction plan focused on upgrading building quality, transportation infrastructure, and local materials. Previous experience in Iran indicated that using new methods in construction like prefabrication were not popular among those contractors whose first need is a place to live<sup>3</sup>. Therefore, reconstruction policy recommended endogenous techniques that use more local or national resources and materials. In rural areas, the housing foundation is primarily responsible for the quality of the construction materials and buildings (Amirahmadi, 1992).

In addition, attempts were made to enforce Islamic building codes and architecture. Some financial assistance is available to homebuilders that take the form of grants,

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<sup>3</sup> Comprehensive plan for the reconstruction of Khorramshahr Naghshe Jahan Pars Consulting Engineers. (1988).

credit, or bank loans. Nevertheless, the emphasis on self-help makes homeowners responsible for design and construction and encourages them to rely on local technology and resources.

#### c) Urban Reconstruction and Priorities

During the reconstruction process of the post-war regions in Iran, cities are being reconstructed on their previous sites and with an eye towards modernization while mixed land uses are maintained in most cases, and industrial and commercial zones are separated from residential areas<sup>4</sup>. This policy led to significant changes in landholding patterns within reconstructed urban settlements. The Iranian government does not relocate Khorramshahr, when the policy is to rebuild post-war cities on their original sites in most of the war regions. This was intended to minimize costs, save time, and, in particular, to prevent unnecessary conflict between the people and the government. In an applicative experience, one of the options for the rebuilding of Khorramshahr was building a new city in a new and safer place as well as making the ruined city into a war museum. However, residents did not agree to relocate the city (Rabani, 1997).

In reconstructing population centres, the first priority was for residential units, commercial units, and factories producing construction materials followed by other employment-generating activities, in particular, in agriculture and small industries. The government also avoided certain actions such as reconstructing residential complexes and houses before the owners returned to the settlements because of questions of ownership (Amirahmadi, 1992).

Urban reconstruction focused first on the reconstruction of productive sectors of the economy in war damaged cities and then on infrastructure, housing, and services as

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<sup>4</sup> *Comprehensive plan for the reconstruction of Khorramshahr* Naghshe Jahan Pars Consulting Engineers. (1988)

bottlenecks develop in those areas. The new strategy is intended to bring about a gradual re-population of damaged settlements, adjusted to the rate at which housing and jobs are available.

#### d) Infrastructures

The provision of heat, water, electricity, roads, infrastructure, educational and health services, communication links, and urban amenities are also given a high priority in the reconstruction process. There were three levels of reconstruction plans. The "National sector" plans (*bakhsh-e melli*) include large industrial and infrastructure projects that are implemented by government ministries. The "Popular sector" plans (*bakhsh-e mardomi*) deal with reconstruction of residential and commercial units by their owners. The "Regional sector" plans (*bakhsh-e mantaqehi*) encompass regional development plans and urban or rural service projects. They are implemented by reconstruction offices in the damaged areas.

At the national level, special priority has been attached to reconstruction of large industrial units such as petrochemical complexes, oil refineries, and power plants. Implementation of reconstruction of non-emergency infrastructures begins when the Ministry of Health and the Red Crescent Society (*Helal-e Ahmar*) finished disinfecting a war-damaged area. At that time, an area manager was appointed to oversee the rebuilding of houses. However, the area manager must work within the framework of the relevant provincial development plan and coordinate activities with provincial officials and activities. In addition to area managers, other agents were involved in the task of housing reconstruction and include the owners of houses, auxiliary work groups, and provincial representatives of the Housing Foundation.

#### **4.6 Khorramshahr Reconstruction**

The pervious section revealed the importance of Khorramshahr as the largest port of Iran before the war and its significant role in urban development. In addition, Khorramshahr was the first entry point into Iran to connect the Persian Gulf and the Gulf of Oman from the sea and Basra in Iraq from roads and railways. Khorramshahr was recaptured in 1982, after almost two years of occupation. However, its port and other urban aspects remained unusable until 1990.

According to a report from the Research Centre of Parliament of Islamic Republic of Iran (2007), post-war reconstruction of Khorramshahr was slowed because the city had lost its justification as a major port in Iran. Substitute ports were developed in safer places during the war. Alternative ports were developed with considerable investments after the war and Khorramshahr has never recovered from its the previous situation (Hooglund, 1989). When reconstruction began in some parts of Khorramshahr, original foundations were excavated in an attempt to confirm land ownership with survivors. The effort required painstaking reconstruction and was judged as warranted because of the psychological, social, and economic benefits that accrued from working closely with residents (Amirahmadi, 1992).

According to the first plan of reconstruction (1983), two main principles were stressed by planners for urban reconstruction. Firstly, Khorramshahr should be restored in the former place; and, secondly; the city provides for the pre-war home residential population. Furthermore, respecting to the city's war history and martyrs in its urban reconstruction made for greater challenges by urban designers and architects to overcome (Naghshe Jahan Pars Consulting groups 1988).



According to the report of Parliament of Islamic Republic of Iran (2007) after twenty years since the war ended, Khorramshahr still suffers from the scars of war and the people are struggling against the difficulties in this regard. A government report reveals that there were 16,000 damaged buildings and 6,500 buildings remain ruined in Abadan and Khorramshahr. These abandoned lands and dilapidated houses deform the urban and city landscapes. The report also announced that some damaged buildings have been left due to former residents not returning and ownership problems.

#### **4.7 Post-War Tourism in Iran**

Considering the ancient history and aesthetic richness of Iran as well as the diversity of nature and climate, the country can respond to a wide range of tourist expectations with the provision of a wide range of attractions. Iran has an abundant wealth of natural and cultural assets, most of which are largely under-exploited from a tourism perspective (O’Gorman, McLellan, & Baum, 2007). The people who inhabit the country have a long history of involvement in tourism.

##### **4.7.1 Background of Tourism**

Historically, Iran was a significant part of the Silk Road trade routes from ancient times. Iran also possesses a rich intangible living culture that is exemplified in its cities, towns, villages, and rural areas (Alipour & Heydari, 2005). From the 17<sup>th</sup>, during the Safavid dynasty, Iran was considered by foreign European tourists. In this period several of the travelers, such as Sir Anthony and Robert Sherley, Jean Clardin, Jean Babtiste Tavernier, Anthony Shirley, Pietro Dela Valle, and Sir Thomas Herbert traveled to explore new trade and business opportunities, political impacts, or Eastern studies (Homayoon, 2005).

The country is home to one of the richest artistic traditions in world history and encompasses many disciplines, including architecture, painting, weaving, pottery,

calligraphy, metalworking, and stonemasonry (Pope, 1976). The main building types of classical Iranian architecture are mosques and palaces. In addition to being the home to a large number of art houses and galleries, Iran also has one of the largest and the majority of valuable jewel collections in the world. Iran ranks seventh among countries in the world with the most archaeological architectural ruins and attractions from antiquity as recognized by UNESCO <sup>5</sup>. A new stage for the tourism industry commenced 75 years ago with the initiation of the first official department to attract tourists and advertising under the Ministry of Interior's Affairs in 1935. In 1974, Ministry of Information and Tourism was established with the ultimate goal of attracting tourists and the implementation of tourism development plans. One year later in 1975, Iran joined the World Tourism Organization of the United Nations (UNWTO). In response to high oil prices in the 1970s and rising national incomes, the tourism industry was developed by infrastructure and supplied tourism elements with new airlines, modern airplanes, and airports as well as luxury five-star accommodations. Furthermore, the multitude of foreigners who worked in Iran was another reason for tourism prosperity in the 1970s.

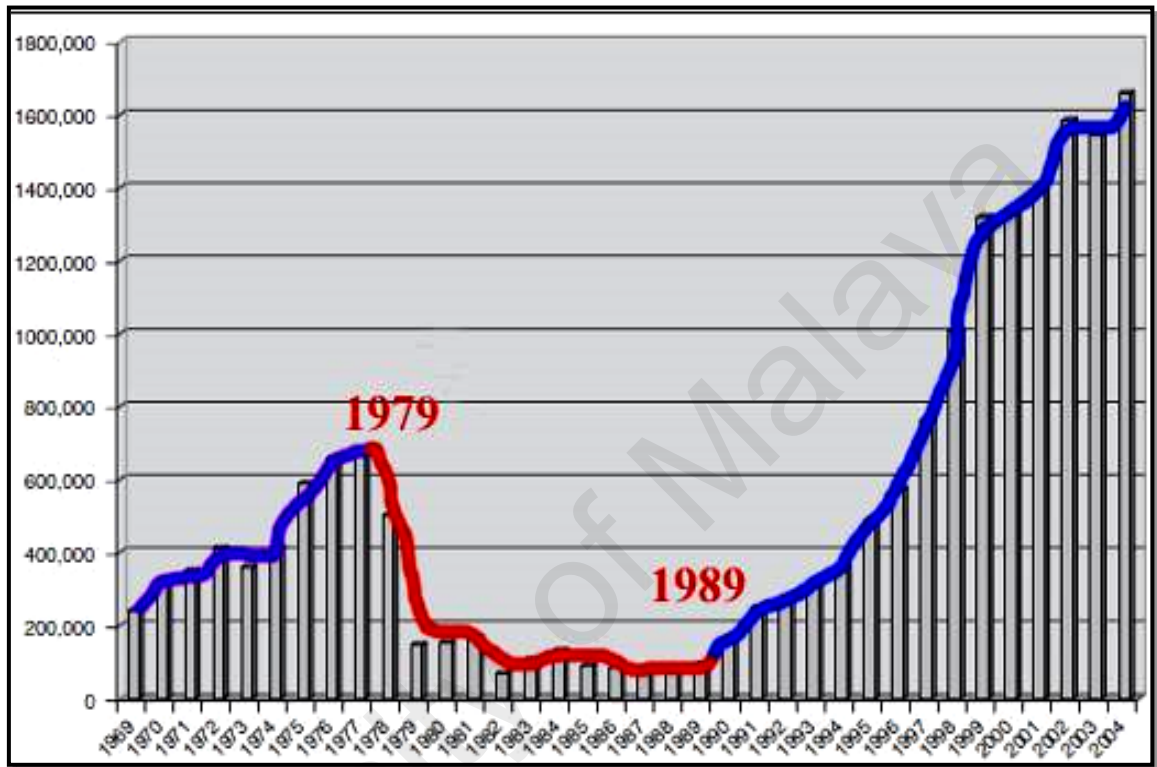
#### **4.7.2 Effect of the War on Tourism**

Consequent political conflicts after the Islamic Revolution in 1979 and following the eight years of war had a devastating impact on the tourism industry. From 1979–1983, the arrival tourists dramatically decreased from 800,000 to 100,000, (Figure 4.7) and this trend continued until 1990 (*Compendium of Tourism Statistics*, 2007). World tourism industry experienced significant developments within this ten year period. In the rest of the world, tourism was emphasized as leading to globalization and a revenue generating industry during the development process. The war caused a large gap between Iran's tourism industry and other developing countries within the Middle East.

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<sup>5</sup> <http://whc.unesco.org/en/list/>

Due to the eight years of war in Iran, the majority of foreign tourists' travelled to neighbouring countries such as Turkey and United Arab Emirates. These countries took advantage of this opportunity by making significant investments and developing infrastructure for the tourism industry.



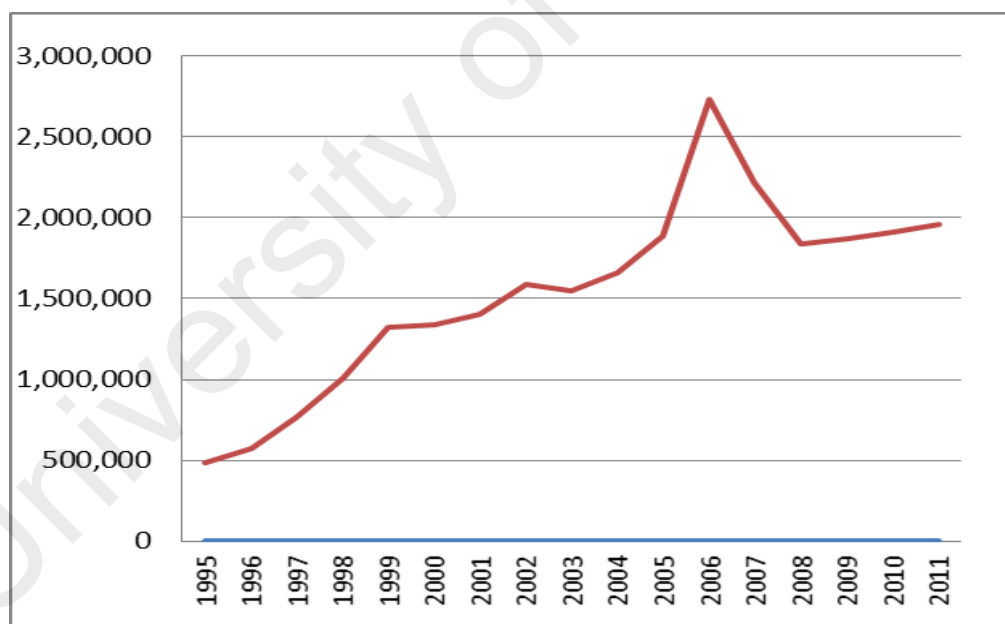
**Figure 4.7:** Tourism in Iran during the war

Source: UNWTO Compendium of Tourism Statistics (2007)

#### 4.7.3 Tourism Development plan after the War

After the war, governments made an effort to rise from this tourism slump by increasing the number of international tourists and promoting domestic travels. The reconstruction period was the beginning of tourism restoration whereby the stability of security and economic conditions increased; tourism has had a 50% annual growth from 1988–1997 (Figure 4.8).

This growth continued over the next decade from 1998 to 2007 with a slower but increasing rate. Overall international tourists in Iran have increased significantly by an annual average of 23.5% from 1990–2000 (Alipour & Heydari, 2005). Today, despite international tensions, the government continues to project a strong rise in visitor numbers and tourism revenues over the forecasted period to build an additional 100 hotels and expand its current limited stock (Alipour & Heydari, 2005). Tourism development plans in Iran focus on attractions in the three main sections, including: natural attractions with the geographical and climatic diversity from mountains to deserts; cultural attractions with the old life story and several historic buildings as cultural heritage, and, lastly, religious attractions with holy tombs and shrines takes a leading role in tourism development.



**Figure 4.8:** Arrival tourist in Iran after reconstruction period

Source: World Bank and Economist Intelligence Units (2012)

In terms of international connections and transportation, Iran has 15 road border crossings connecting it with Iraq, Turkey, Afghanistan, Pakistan, Turkmenistan, Armenia, and Azerbaijan. Rail lines from Turkey and Turkmenistan can also be used to get to Iran. The country has twelve international airports and thirty domestic airports. In 2010, approximately 63% of visitors arrived by land, 35% by air, and less than 2% by sea (*Statistical Yearbook of Iran 1390*, 2012)

According to Iranian officials, most tourists come from Central Asia and Southern Arabic countries, including, Tajikistan, Turkmenistan, Bahrain, Iraq, Qatar, and United Arab Emirates. There is undoubtedly great scope for increased visitors from the Islamic world, and perhaps from non-Muslim countries with which Iran is developing business and political links, such as China and India ("Iran: Travel and tourism forecast," 2008). Moreover, the majority of the Asian Muslims intend to visit important pilgrimage sites in Mashhad and Qom.

#### **4.7.4 Domestic Tourism**

The cultural heritage and tourism development plan of Islamic Republic of Iran (2007) demonstrates that tourism development should be focused on increasing domestic tourism to gain a good share of the global tourism market with the diversification of the tourism markets and use of all capacities with the priority of pilgrimage tourism, nature tourism, and cultural tourism to increase GDP and employment.

Estimates prepared by cultural heritage and tourism organization of Iran (2012) indicate that in 2012, 60% of trips are made in Nowrooz (the Iranian New Year) and approximately 50 million persons travel on the Iranian New Year holidays. Most domestic tourism is generated in urban areas in family groups and visits to coastal areas, namely to the Caspian Sea and the Persian Gulf islands (Kish and Qeshm), and cultural or pilgrimage heritage sites such as Mashhad, Esfahan, and Shiraz. The main purposes

of domestic travellers are vacation 39%, visiting friends and family 21%, and visiting a shrine and pilgrimage 30%. According to the Centre of Statistics in Iran (2012), 10% of travel costs were spent on accommodation in 2012; and domestic tourism creates 10 million contemporary jobs in the host cities. The Centre also announced that 6.6% have plans to travel with the tour and travel agencies, 23.8% book accommodation, and 69.6% are free travellers without booking accommodation and travel plans (*Statistical Yearbook of Iran 1390*, 2012).

#### **4.7.5 Post-War Tourism in Khorramshahr**

A semi-governmental department was established after the Iran-Iraq war to protect and preserve the achievements and effects of the eight-year war. The responsibilities of this department are as follows:

- Research, compile, preserve, and develop literature and related culture on the history of the eight-year war.
- Select and maintain physical works, including military, trophies, places, and post-war sites.
- Compile the history of warfare in war museums and monuments.
- Planning and organization for a War Memorials.
- Preserve war cultural heritages and developed to transmit this heritage to future generations and other nations.
- Publication of magazines and books related to documents from the eight-year war.

The war between Iran and Iraq (1980–1988) occurred in the land of five western provinces of Iran namely Khuzestan Ilam, Kermanshahan, Kurdistan, and Azarbayjan. Regarding post-war tourism, the regions were divided into three main sections as follows: Khuzestan and Ilam in southwest, Kermanshahan and Kurdistan in the west, and Azerbaijan in the northwest (Figure 4.9).



**Figure 4.9:** Post-war tourism zones in Iran

Source: National Cartographic Center of Iran (2012)

Five Paths and some attractions (e.g. Martyr's Memorials, remaining weapons in war sites, and a War Museum) have been defined to travel to these post-war zones. Among all three zones, the southwest areas are receiving more visitors because of important cities such as Abadan and Khorramshahr as well as the historical and natural attractions in Khuzestan province.

This research context in the southwest part of Iran, Shalamcheh, and Arvand are two war sites defined around Khorramshahr as a post-war tourism attraction site. The most important advantage of these two points is that they are close to cities; therefore, they provide transportation, accommodation, and security issues are more convenient. Another important aspect of Shalamcheh is where the first ground attack on Iran occurred here in this borderland.

In springs, the southwest region has the best weather condition that coincides with the Iranian New Year holidays, led by a flow of tourists in March and April to Khozestan province and Khorramshahr. In terms of governmental managed groups in the post-war regions, these groups are arranged by semi-governmental or military sectors, which are called *Rahian-Noor*. It is conducted with the participation of the three sectors: military departments, government agencies, and religious public movements. Seated-Rahian-Noor is the headquarters for supervising departments of these three sections. The members of this committee are responsible for organizing governmental and military sections. Activities like religious rituals and narration for the sacrifices of veterans are arranged in this sector during post-war travels. Based on weather conditions in different seasons, groups travel to the post-war zones in three periods during a year: 1. southwest part in springs; northwest in summers; and west in autumn. Governmental and military facilities for transportation and accommodation as well as volunteers in related services for visitors have led to low cost packages for visiting post-war regions. The economic trend of these packages is low-cost travel for all groups of people. Government statistics from 2011 indicate that approximately 75,000 private cars travelled to Khorramshahr. A total of 1.6 million visitors travelled by Rahian-Noor (governmental section) with 55% for the first time and 70% under 29 years of age.



#### **4.8 Summary and Conclusion**

This chapter provided an overview of the qualities of Khorramshahr during and after the war. In addition, it described the policies of the post-war reconstruction and tourism development in the country. In terms of urban destruction, this chapter demonstrates large-scale damage occurred to the urban infrastructure of Iran with the demolition of 328,340 residential and commercial buildings in 87 war-torn cities. It was also found that 88% of the urban fabric and infrastructure in Khorramshahr was damaged during the war when a number of cities were not considered for during-war reconstruction due to the risk of re-occupation. The next part of this chapter explained the potential of Iran as a high-ranking tourism attraction. After the war, the Iranian Government made an effort to recover from the tourism slump in terms of increasing the number of international tourists and promoting domestic travel. There is an undoubtedly greater scope to increase visitors from around the Islamic world. The vision for development plans for cultural heritage and tourism development in Iran shows that tourism development should be focused on increasing domestic tourism. A good share of the global tourism market through the diversification and use of all capacities are important goals for the governments. In particular, a priority should be placed on pilgrimage, nature, and cultural tourism.

In conclusion, in spite of the identified potentials, the war created a large gap between the tourism industry in Iran and the tourism industries in other developing countries within the Middle East. During the eight years of war in Iran, the majority of foreign tourists began to travel to neighbouring countries such as Turkey and the United Arab Emirates.

Although in the recent decade, government policies in both tourism and reconstruction emphasize two points of view. Firstly, efforts to reduce dependency on oil revenues by creating parallel income sources have encouraged the government to consider tourism aspects in comprehensive and strategic development plans. Secondly, the tourism development plan demonstrates that the government continues to increase visitor numbers and tourism revenues over the forecasted period in the international tourism and continues to focus on increasing domestic tourism to reduce unemployment and increase residential incomes.

## **CHAPTER 5: DATA ANALYSIS AND FINDINGS**

### **5.1 Introduction**

According to the research design, this chapter analyses the primary data that was collected from expert interviews, field observations, and questionnaire surveys. The qualitative analysis was based on the research concepts. The next phase adopted a quantitative survey to examine the attitudes of tourists and residents regarding post-war tourism and reconstruction policies. According to the questionnaire survey analysis, two phases of quantitative results are reported; namely, descriptive analysis to explain the central tendencies of the respondents and inferential analysis to examine the hypothesis for differences between tourist and resident statements.

### **5.2 Qualitative Analysis and Findings**

The expert interview transcripts and supportive observations are analysed based on the concepts of this research. These concepts are expanded to themes and categories according to the research design framework.

#### **5.2.1 Government policy on reconstruction and tourism of Khorramshahr**

Government policy is expanded into the following categories: policy on tourism development and the policy on post-war reconstruction in the city. Interviews were analysed based on the codes, categories, and themes of relevant text in relationship to government policy on tourism and reconstruction.

##### **a) Government policies on urban reconstruction**

This part discusses government policy on the reconstruction after the war and evaluates the problems that remained after implementation of the urban reconstruction plan in Khorramshahr. The reconstruction project was planned and weighed in relationship to

the appropriate first phase of recovery, for instance, material contributions of food and clothing. After the initial emergency phase, the affected population was concerned primarily with survival and recovery support ensured that the displaced population was supported to reduce the need for emergency shelter and move towards more durable housing solutions as quickly as possible.

The second phase was transitional, when residents returned to normal patterns of work and social relationships while permanent repairs to public utilities were undertaken. The experts argued that the transitional and reconstruction phases had two steps: rehabilitation and reconstruction. Analysis of the expert interviews indicates that the government policies focused on two issues: physical priorities in urban reconstruction and socio-demographic priorities for rehabilitation. Each of these issues is discussed in more detail as follows.

*Physical reconstruction priorities:* According to the expert interviews, the three types of physical priorities related to reconstruction in Khorramshahr were housing, commercial units, and essential infrastructure. In those circumstances, quick physical reconstruction was a major aspect of the resettlement plan. This was confirmed by an interviewee as follows:

*“Creating opportunities for people to return and settle within the city was the first priority for us to resettlement of returnees.”*

This also was confirmed by another interview as follows:

*“Reconstruction in the first phase included: Commercial unit [in neighbourhood scale] to provide basic needs for resident, housing and supply infrastructures like drinking water and electricity”*

*Housing* – This sector was also a major aspect of the reconstruction plan. The Iranian Government did not relocate the city, because their policy was to reconstruct Khorramshahr on its original site. Policies in relationship to residential buildings were

based on helping people to reconstruct or renovate damaged homes through access to government loans and grants. Although governments in some other countries have carried out mass house construction after a war, the Iranian Government had minimal participation in the implementation phase of housing reconstruction even though it is one of the most important priorities for urban reconstruction as they delegated housing reconstruction to the residents. As one interview explained:

*“Policy of housing reconstruction focused on quality supervision while it delegated [construction] to the owners rather mass-making of house units.”*

This policy of self-reconstruction caused some post-reconstruction problems, which is discussed in the next part of this chapter.

*Commercial units* – This sector provided essential goods and human resources, which was one of the most important needs in the reconstruction process. Consequently, the government considered supporting the restoration of small commercial units in neighbourhoods by local people and new residents in partnership with semi-government and civil society NGOs to provide primary requirements such as food and groceries. In addition, the government expected this plan to create new jobs and small businesses in the initial phase of the reconstruction. However, some non-local job seekers migrated from other cities to start these new small businesses. In this stage, the physical reconstruction was tied to social issues as newcomers changed the demographic context and local culture. The impact of non-residents and the effect on the urban reconstruction were examined in the discussion on post-reconstruction defects in the quantitative phase.

*Essential infrastructure* – There were two types of damaged infrastructures after the war in Khorramshahr. The first type was the infrastructure that provided essential needs for residents; in particular, drinking water, and electricity. The second type was infrastructure that did not have a direct or immediate effect on the urban life including transportation and the harbour's restoration. In the first three years of reconstruction, government focused on essential infrastructure and all other development was postponed to the next phase of the plan. As one interview explained:

*“The first priority for us was a restoration of water supply and electricity in the first three years of the reconstruction process.”*

After restoring basic infrastructure, the government considered the rest of the infrastructure as the way to build future prosperity. This is discussed in the infrastructure section of this chapter.

*“In long term, government considered to development and restoring lost prosperity of Khorramshahr with restoration the harbour,”*

*Socio-demographic priorities:* Most of the efforts to rebuild Khorramshahr after the war were focused on returning migrants to the abandoned city. As discussed in Chapter 4 in relationship to Khorramshahr's situation during the war, it had the highest number of refugees. The experts who were involved in the post-war reconstruction of Khorramshahr explained that the implementation of the government policy was focused on two main social priorities, namely repatriation and rehabilitation:

Migrations into safe cities during the war caused social and cultural changes as well as led to serious dilemmas for the host cities. To overcome social problems in the other cities, repatriations were the first priority to eliminate the crises created in the neighbouring provinces.

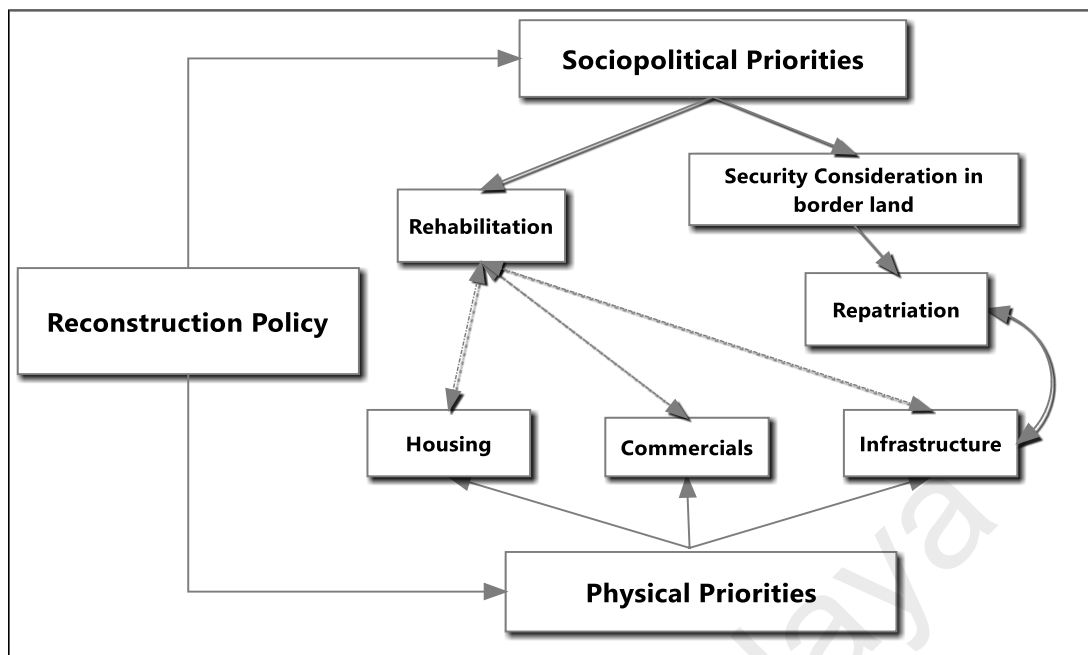
There were two types of migrants during the eight years of war: temporary migrants and long-term migrants. In most cities, migration was temporary due to bombing campaigns. However, Khorramshahr had the highest ranking of long-term migrants because of the two-year occupation in the early years of the war and, during the remaining six years, the city was not habitable. Most of the migrants had stable conditions as new residents in safe cities after eight years; therefore, some of them were not willing to return to Khorramshahr. The government rushed to push people back into border cities because of security concerns and to avoid the problem of empty border cities. One interview explained this priority as follows:

*“To eliminate the crises in the neighbouring province repatriation [to Khorramshahr] was the first priority for government.”*

As demonstrated in the reconstruction priorities, the government focused on the reconstruction factors to lead people to return to Khorramshahr. The first government strategy in the reconstruction plan was rebuilding essential infrastructure, housing, and creating job opportunities for new residents. The government rushed to push people back into border cities because of security concerns and to avoid the problem of empty border cities. One interview confirmed this view as follows:

*“Borders should not depopulate, because of security reasons in ceasefire (no war and no peace) situation.”*

Lastly, Figure 5.1 shows the overall expertise classified in themes and categories.



**Figure 5.1:** Government policy theme and categories

#### b) Government policy on post-war tourism

After the early years of the reconstruction period when the conditions were stable and peace was established, there was an increased demand to visit the reconstructed cities that had been deprived from hosting travellers for more than a decade. During the post-war period, the city has experienced different types of tourists with distinctive reasons for visiting. The purpose of visiting and the visitor characteristics are explored in this section.

*Visitor classification regarding the reconstruction phase:* The results of the expert interviews, especially the experts from the Tourism and Cultural Heritage Organization, demonstrated that there were two waves of visitors after the war. The first wave occurred in the first five years after the war when the reconstruction process was being implemented in Khorramshahr. Organized tours and group travellers constituted the largest group of tourists compared to individuals and family groups.



During that time, most visitors travelled in groups of experts or university students who were concerned with the reconstruction study or work. The majority of visits were organized by government agencies or educational departments. As interview number 8 explained that:

*“In the first five years of reconstruction visitors in post-war cities were experts or major-related students but recently most of visitors are ordinary visitors”*

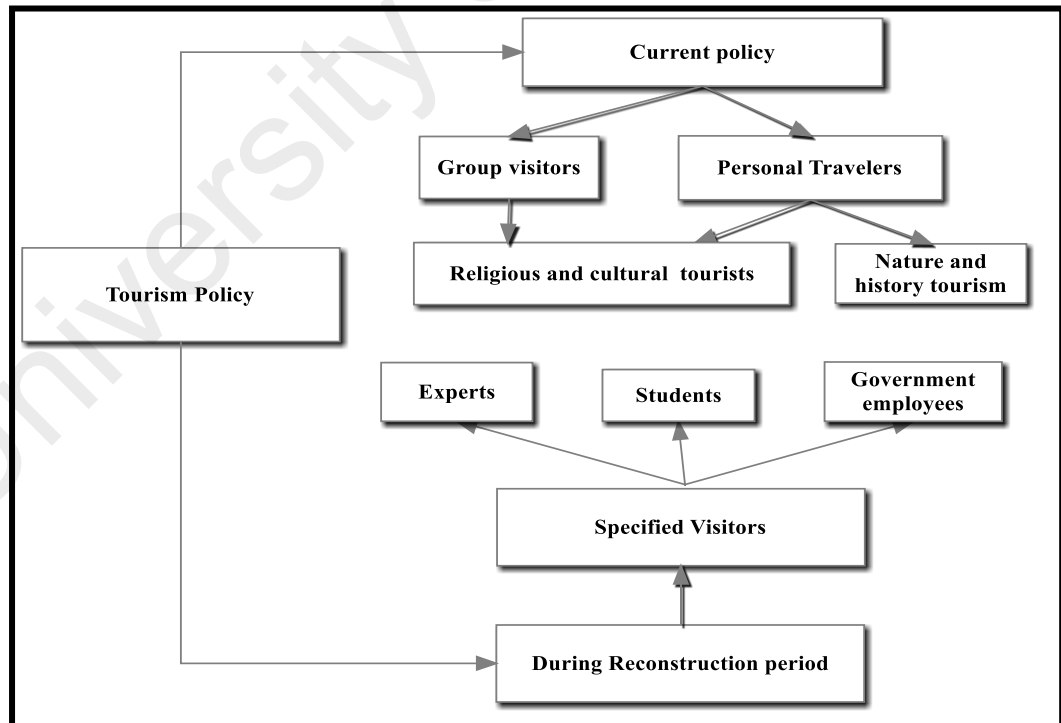
As most of tourism authorities mentioned, in recent years, especially since 2006, the second wave of post-war tourism has emerged with different characteristics and goals. Most tourists were personal travellers or religious and cultural group tourists. This wave of tourists dramatically increased by 1.5 million in 2012.

*Government role in the current tourism development:* Considering the significant role of government policy in post-war tourism, this section discusses the current policy on tourism in Khorramshahr in association with government plans. The groups of visitors that are arranged by semi-government or military agencies are called Rahian-Noor in the Iran language. These group visits are conducted through the participation of three sectors, namely, military departments, government agencies, and religious public movements. The Setade-Rahian-Noor is the headquarters that supervises the related departments of these three sectors. The members of this committee are responsible for organizing government and military sector participation in post-war tourism. The government policies emphasize the epic, nationalist, and religious aspects of war rather than leisure. Activities that are similar to religious rituals that narrate the sacrifices of veterans are arranged by this sector during post-war tours. Based on weather conditions and the seasons, tourist groups travel to the post-war zone during three periods in a year. Due to the coincidence of the best weather conditions in the spring and the timing of the Persian New Year holiday, most visitors travel to Khorramshahr in March and April.

Government and military transportation and accommodation facilities are utilized by volunteers for religious tourism activities who support the arrangement with low-cost packages for visiting post-war regions. In the discussion with the experts from local authorities, they complained that the low level of benefits from tourism for residents because most of the Rahian-Noor arranged visitor groups bring their food from the city of origin and stay in government-owned hostels. Therefore, the use of government facilities caused a reduction in tourism income for the host community. For example, Interview number 9 explained that:

*“The negative effects of government facilities for post-war tourism led to decrease the private sectors contributions and prevent to benefit to local people”*

To conclude the overall expertise about tourism policy in Khorramshahr, Figure 5.2 is classified themes and categories of the concept..



**Figure 5. 2:** Tourism policy themes and categories.

### 5.2.2 Architecture

#### a) Architecture and post-war reconstruction

In terms of post-war architecture, Chapter 4 discussed the research area context and revealed that the master plan for reconstruction emphasized Iranian indigenous and the historical value of architecture during the reconstruction process. According to the guidelines of the reconstruction policy in Khorramshahr, building and urban design should attend to the cultural and indigenous values of architecture in terms of its influential impact of the Resistance during the war. All macro-scale and micro-scale physical design, including buildings, landmarks and social urban spaces, should follow these criteria.

The expert views about the architectural aspects in the post-war reconstruction explained what should be designed while considering the reconstruction process in Khorramshahr. Qualitative research was conducted to evaluate the extent to which the newly made buildings respect the architectural values expressed in the reconstruction plan. This part was accomplished through the field observations that were undertaken to support the interview findings. The interviewees, particularly those who had participated in the reconstruction process of Khorramshahr, acknowledged that most of the efforts in building reconstruction were concentrated on the physical aspects rather than on architectural values. In the current situation (25 years after the war), the authorities and stakeholders confirmed the critical impact of architecture in the reconstruction process.

Despite all the attention placed on the history of the war in the reconstruction plan, the actual work done during the implementation phase was dramatically different from the defined criteria. Interviewee number 3 acknowledge this gap as follows:

*“...Lack of appropriate architectural pattern after the war as well as deformation and replacement of indigenous materials and less attention to architectural values were defects of architectural objectives of reconstruction in the implementation phase.”*

A thematic analysis of interviews indicated that three main categories were affected in the form of the architecture after the war as follows: materials, acceptability, and architectural pattern for housing reconstruction.

*Materials:* The replacement of incompatible new materials after the war led to the creation of discord in the forms and facades. The new buildings that were made after the war utilize materials that are not suitable to the vernacular architecture and climate of this region. This problem is not limited to Khorramshahr; it is a widespread architectural dilemma in the country. However, large scale of the renovation and reconstruction in the post-war circumstance compounded this problem in Khorramshahr more than in other cities of Iran. Brick and adobe have been used traditionally for 4,000 years in this historic region of Iran. Expert feedback was more positive regarding brick façade building; while they noted red brick and blue tile having a rich background and pre-war history.

The field observations regarding the materials in the post-war buildings showed that most of the valuable pre-war buildings used brick as the main material (Figure 5.3). Brick is the important traditional material, and has been less widely used in the construction of new buildings after the war. For example, the Bovardeh neighbourhood was made for oil company staff around 90 years ago; nowadays, it is an architectural tourist attraction (Figure 5.4). Regarding the materials in the facades, the use of red bricks and blue tiles is among the famous compositions of traditional Iranian architecture, and was used on the buildings of the Bovardeh neighbourhood.



**Figure 5. 4:** Bovardeh neighbourhood



**Figure 5. 3:** Brick used in pre-war buildings of Khorramshahr

*Acceptability:* The next post-war architecture issue refers to the connection between returned residents and the new buildings. According to interview analysis, newly made buildings did not have a strong relationship to the pre-war architectural values because the city were unpopulated for almost seven years. The experts emphasized that the connections between people and post-war architecture had never been restored to the pre-war situation. For example, interviewee number 1 explained that:

*“Less connection between residents of Khorramshahr and architectural style of new buildings after the war accrued after reconstruction.”*

*Lack of architectural pattern for housing reconstruction:* The allocation of housing task without provision of appropriate architectural plans and patterns led to the rebuilding of damaged or ruined houses in personal styles rather than following the guidelines and criteria set out in the reconstruction plan.

As one expert believed that:

*“Mass construction, lack of guide line and plan for housing reconstruction and time limitation, led to the little attention to the quality of construction and architectural value”*

According to the approved plan for the reconstruction of the post-war region, adopting historical symbols of Iranian architecture was a main aspect of the urban and architectural reconstruction plan. However, due to mass construction, time limitations, and lack of adequate supervision for housing reconstruction, the ultimate goals were not achieved in the implementation phase of reconstruction. Residents who were personally responsible for rebuilding their houses did not receive specific architectural plans; thus, comprehensive architectural design was replaced by personal desires and preferences. This issue led to the creation of non-harmonized buildings with dramatic differences in materials and facades in the neighbourhoods that did not respect the indigenous traditions and values for its architecture.

#### b) Architectural reconstruction and post-war tourism

The experts mentioned the four categories for the tourism development strategy in Khorramshahr are cultural tourism, ecotourism, mix of post-war attractions in the context of cultural heritage sites, and mix of post-war tourism with natural attractions (Table 5.1).

Some experts identified Masjid Jame and its neighbourhood as a post-war zone but others believed that the riverside was the best zone for tourism development. For example, one interviewee mentioned that:

*“Riverside has the best situation for the tourism landmark according to visitor’s favourite place and nostalgia.”*

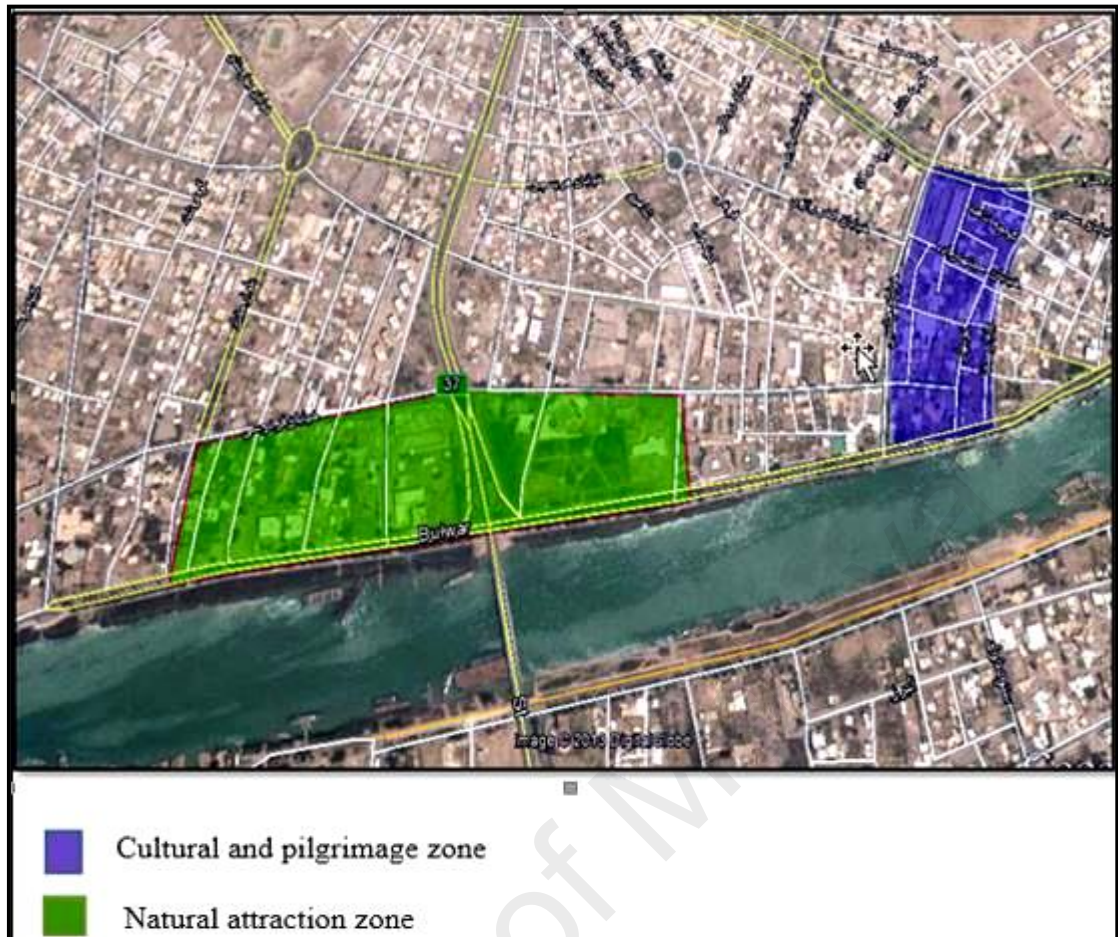
Table 5.1 indicates that most experts confirmed that the development of post-war tourism should be mixed with cultural or natural attractions. The first category of post-war tourism includes the cultural and pilgrimage aspects of the main mosque and the second category is related to the natural attraction of Karoon River.

The result of the expert view of table 5.1 is revealed in the map in Figure 5.5. The blue zone is the post-war attractions regarding the cultural and pilgrimage aspects and the green zone is related to mix of post-war tourism and natural attractions.

*Cultural and Pilgrim zone:* Regarding the cultural and pilgrimage zone, the mosque is the leading attraction in the blue zone connected to the riverside through the old bazaar of Khorramshahr. The important value of this mosque is that the building was the military headquarters during the first 45 days of resistance before occupation. After liberation, it was seen as the symbol of victory in Khorramshahr (Figures 5.6). As one interviewee explained:

*“Mosque of Khorramshahr is the best potential as a symbolic building and landmark for post-war tourism attraction if it was reconstructed with preserving war effects”.*





**Figure 5. 5:** Post-war zones in Khorramshahr

Source: Google Maps. (2014). Khorramshahr Retrieved from <https://www.google.com/maps/@30.4370696,48.1888044,15z>



**Figure 5. 6:** Khorramshahr Mosque  
after reconstruction



**Table 5. 1:** Post-war tourism categories in Khorramshahr

Interviewee	Field of work/Study of interviewee	1- Cultural (historical ) tourism	2- Eco-tourism (Natural tourism)	3-Mix of Post-war tourism and pilgrim aspects in urban areas	4- Mix of Post-war tourism in the context of natural attraction in the city
<b>1</b>	Architect /urban designer 1	*		*	
<b>2</b>	Architect /urban designer 2		*	*	
<b>3</b>	Architect /urban designer 3		*		*
<b>4</b>	Urban planner 1		*		*
<b>5</b>	Urban planner 1			*	
<b>6</b>	Urban planner 2				*
<b>7</b>	Tourism authority 1				*
<b>8</b>	Tourism authority 2			*	
<b>9</b>	Tourism authority 3	*		*	
<b>10</b>	Reconstruction authority 1				*
<b>11</b>	Reconstruction authority 2			*	*
<b>12</b>	Reconstruction authority 3			*	*
Total		2	3	7	7

Nowadays, the mosque functions as a symbol of the people's resistance during the war and is known as a respectful urban space for Iranians while playing a role as a cultural centre and tourist attraction in addition to its religious goals. Most of the war-related events and temporary exhibitions in the peak tourist seasons are held in the square in front of the mosque.

This area also consists of souvenir shops that are visited by mostly tourists during the holidays. The mosque has been reconstructed to resemble its pre-war condition, with less attention paid to the war's effects on its physical aspects during the reconstruction process. This strategy was evaluated in the questionnaire survey to examine the residents and visitor levels of satisfaction in the quantitative part.

*Natural zone:* In the second zone, the Karoon River and the pathway alongside it was the accepted zone toward second group of experts. For example, one interviewee agreed that:

*“River in Khorramshahr is a nostalgic place for tourism whereby remind people and tourists the pre-war flourished era”*

The War Museum of Khorramshahr is the central attraction of this zone. It was reconstructed as a post-war tourist attraction to preserve the war's effects. The building was built in 1930 as an office for the Iranian Oil Company and during the war, it was used as a monitoring point by the Iraqi army.

Today, following reconstruction, The War Museum is used as a cultural centre and museum. The building is a partly destroyed structure that retains some war defects including broken windows and bullet riddled areas (Figure 5.7) with renovations of the interior space and exterior elevation. Next to the museum, two other buildings exist with the same scale and value, which have the potential to become post-war tourism attractions as well.



**Figure 5. 7:** Preserving of war effect in the building of War Museum

*Tourist tracking observation:* Based on the procedures explained in section 3.3.3 part e, tourist tracking observations were conducted in two selected zones to explore pedestrian path of tourists when visiting the post-war buildings and the paths they took. Figure 5.8 shows the tracking weights that the tourists tended to utilize along the riverside and the square of the mosque instead of walking on the narrow streets of urban neighbourhoods. The results of the field observations revealed that the most important pre-war buildings, which have the potential to become post-war tourist attractions exist on the street traversing the Karoon River.

According to these observations, additional attractions for both zones were identified. For the cultural zone, the old market of Khorramshahr is a pre-war space that can act as a tourism attraction in the post-war era (Figure 5.9). The riverside path connect to Masjid through the old bazaar of Khorramshahr.

Most destruction occurred in this neighbourhood because the Masjid was the military headquarters during the first 45 days of resistance before occupation. Based on the field observation there was not any important building around the Masjid square that remained safe for tourist attraction.

Regarding the nature zone, there were some buildings and war remnants along the Karoon River. Other post-war potentials in the context of the natural attractions along the Karoon River lies in two grounded ships that were left over from the war era (Figure 5.10). The museum as the symbolic attraction of the zone is located near the new bridge (Figure 5.11).



**Figure 5. 8:** Tourist tracking map

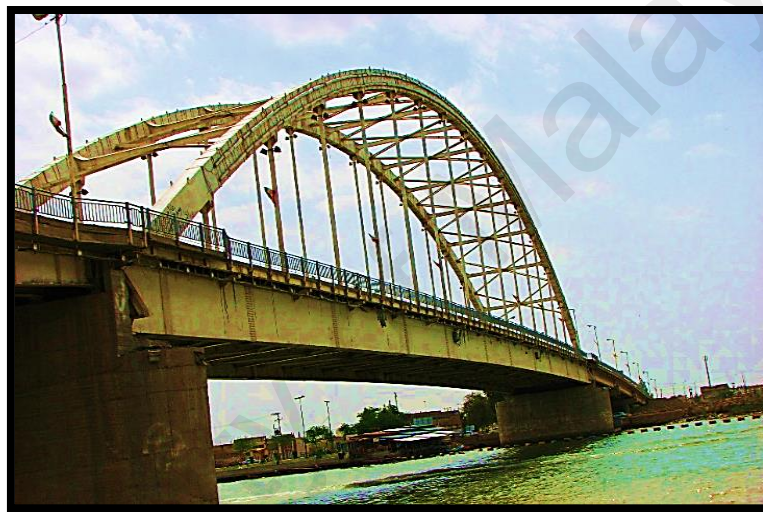
Source: Google Maps (2014). Khorramshahr Retrieved from <https://www.google.com/maps/@30.4370696,48.1888044,15z>



**Figure 5. 9:** Khorramshahr bazar after reconstruction



**Figure 5. 10:** Grounded ships in Karoon River



**Figure 5. 11:** New Bridge of Khorramshahr

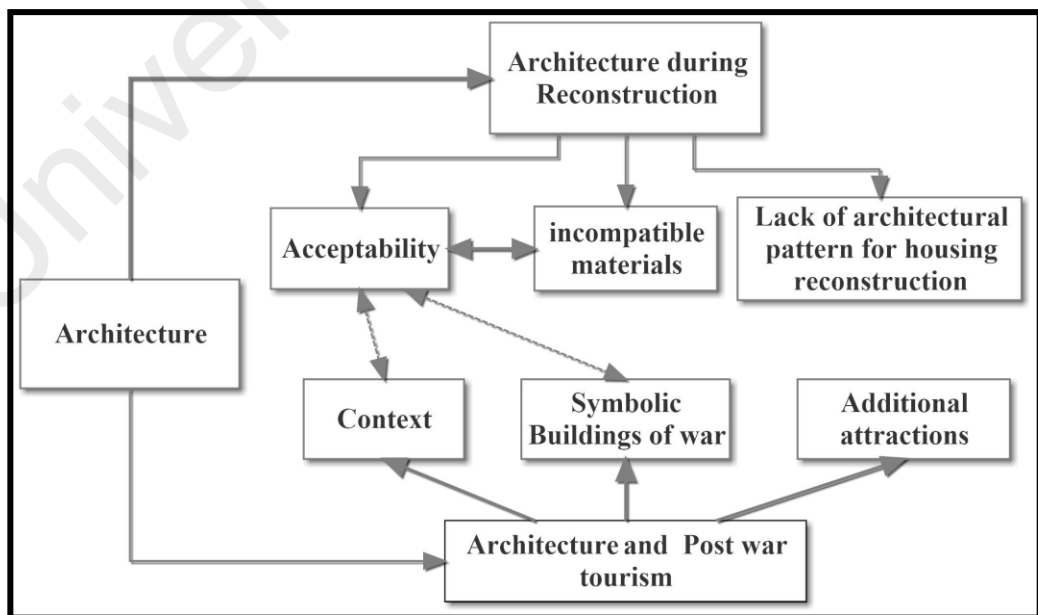
*Landmark:* The importance of landmarks in tourism development is the next aspect of tourism attractions in expert interviews. This section investigates the specification of the landmark in Khorramshahr considering post-war tourism. Landmarks are buildings or sites that have historical significance as they refer to an important event or turning point. According to the interviewed experts, the most important post-war theme in Khorramshahr is architectural representations of the war and monuments dedicated to warriors. For example, in one interview was mentioned that:

*Symbol of heroic and illustrating story of the city is one of the most important issues in public social space of post- war cities that could be a memorial of the war era as well as a tourist attraction of a landmark theme.*



Accordingly, this theme was investigated broadly through the questionnaire survey in the quantitative part of the research to discover the views of tourists and residents. Based on the two zones of tourism context, there are two distinct locations that have the potential to be landmarks for Khorramshahr according to the interview analysis. As discussed before, the priority for post-war tourism is the combination of post-war components with cultural and natural attractions. In cultural zone around the mosque was the first place for future landmark of Khorramshahr. The next place is riverside as the natural locations with tourism potential.

The Karoon River has potential as a landmark location in terms of the tourism development plan because it passes through the middle of the town and displays additional post-war elements such as the two bridges on the river and grounded ships that have post-war tourism potential. The next step in the quantitative part of the research evaluated these landmark locations according to the tourists' and residents' statements. Finally, Figure 5.12 shows the themes and categories of architecture that were discussed in this section.



**Figure 5. 12:** Architecture theme and categories

### 5.2.3 Urban Fabric: Problems and Opportunities for Post-War Tourism

This section discusses the damaged urban fabric in terms of reconstruction and tourism development opportunities. The overall result of the expert interviews indicated two attitudes regarding urban fabric and reconstruction. One group of experts emphasized the thematic perspective of reconstruction in urban fabrics, for example:

*“The priority for the reconstruction of war-ruined fabrics in terms of tourism development is to create a lively space for residents to clear away the bitter memories of the war and strengthen the sense of social integration.”*

Regarding this perspective, other interviewee explained that:

*“.....the importance for design of war ruined fabrics is creating the place with a sense of social integration in urban fabrics of Khorramshahr.”*

However, others group of experts stressed the functional map for reconstruction and post-war tourism like scale of destruction and complication of reconstruction regarding abandoned buildings, for example:

*“Because of the different scales of devastation in neighbourhoods, urban designers and architects need a multi-level plan for reconstruction. These aspect also complicates preserving war effect for tourism in ruined neighbourhoods”*

#### a) Reconstruction problems in urban fabric:

The first theme explores the reconstruction work regarding existing problems after implementation. In the discussion in Chapter 4 regarding the context of the research area, the vast destruction of the urban fabric due to eight years of war and two years of occupation was described. This aspect of the city's history compounded the urban problems during and after reconstruction in Khorramshahr.

According to the expert interviews, the theme was categorized into three main issues: old and new-made buildings, problems of partly reconstructed buildings in urban fabric,

and abounded land and houses. In this part, after providing the expert interview analysis, the findings of the interviews were supported with the field observation.

The scattered destruction at different scales complicated the process of urban reconstruction after the war. The expert viewpoints supported by field observation demonstrated that the conflicts between the buildings facades in Khorramshahr have arisen due to the contrast between newly made, reconstructed, and damaged buildings. For example, this quotation explained that:

*“Sharp contrasts between old, new, and reconstructed buildings make an irregularity in the urban facades that even affect new designs in Khorramshahr.”*

The experts also noted that the dispersion and different scales of destruction, led to mismatch between the old and the new buildings (Figure 5.13), and this issue led to the creation of a disproportionate urban facade in the city. The contrasts between the new and damaged buildings (Figure 5.14) create a visually displeasing effect especially on the main streets where they are more exposed as the major component of the urban façade.



**Figure 5. 14:** Differences between old and new facade buildings in Khorramshahr



**Figure 5. 13:** New building versus damaged building in a street of Khorramshahr



The problem occurs severely in relationship to houses, small commercial buildings, and private lands that reconstruction of them were delegated to owners during reconstruction period (discussed in Chapter 4, section 4.6). One interviewee explained that:

*“The problems with partly ruined urban fabric are abandoned land or partly damage houses that the owners migrated to other cities or passed away or reconstruction of a damaged building has not economic efficiency for them.”*

In this condition, some were abandoned for a long time (Figure 5.15) and some buildings were partly- reconstructed (Figure 5.16). Another reason for the existence of these buildings is an unwillingness to carry out reconstruction due to a lack of economic advantages for the owners to reconstruct all parts of the damaged buildings. The unavailable owners or inheritance issues tied the reconstruction to legal and regulatory problems as well



**Figure 5. 16:** Abandoned home in Khorramshahr



**Figure 5. 15:** Partly reconstructed building in Khorramshahr

b) Potentials for reconstruction for tourism development in urban fabrics:

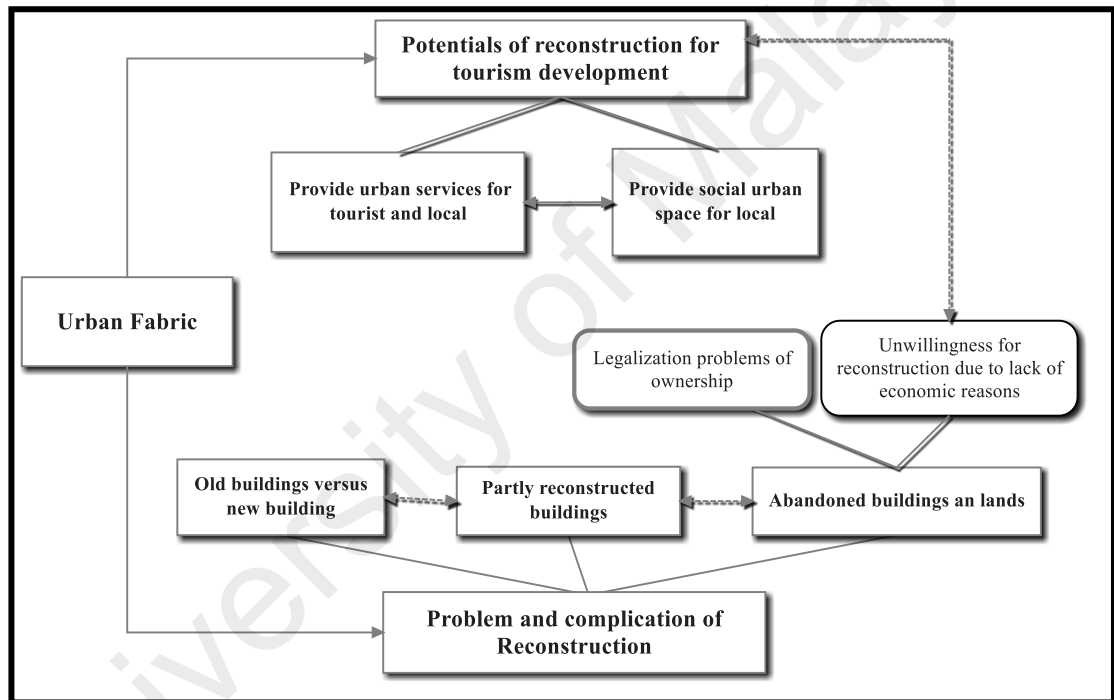
In terms of tourism development, some experts believe that changing valuable houses into post-war tourism attractions (like cafés or restaurants) led to the restoration of dilapidated buildings while preserving their urban and architectural values that illustrate the city's background. The most important obstacle for this approach is the attitude of owners who do not adequately appreciate the benefits of tourism. Consequently, they are unwilling to invest in tourism development to enhance or maintain the property. This issue is more conveniently dealt with concerning the valuable buildings that are owned by government or semi-government agencies. In terms of the law and regulations on housing reconstruction, the most important problem is the ownership of the properties. As mentioned in the previous discussion in relationship to uninhabited houses, the lack of law and regulations on abandoned land and property weakens urban reconstruction efforts.

Considering the tourism opportunities in the damaged urban fabric, the experts believed that tourism development benefits could encourage the owners to reverse the current slump caused by abandoning properties and to convert their properties for tourism activities and services. Tourism directly impacts on the value of those properties if the land-use changes from residential to tourism services and accommodation. This can create the incentive to invest for tourism development with additional economic incentives for landowners.

On the other hand, the second group of experts believe that the priority is city services like parking and social open spaces for residents of the neighbourhoods.

*“The Priority in the reconstruction of war ruined fabrics is residents. A new function for damaged part of fabrics is social space in different scale, neighbourhood, district and city scales with preserving some elements of the war history.”*

These experts argued that the city suffers from a lack of public services (e.g., parking, restaurants, and hotels) particularly during the peak tourism seasons. Furthermore, a view was expressed that ruined land can be used to develop social urban spaces for residents in Khorramshahr neighbourhoods, rather than using these areas as tourist attractions. These two points of views are examined during the quantitative analysis in the next part of this chapter. Finally, interview analysis was founded according to the following chart in Figure 5.17 was discussed in this sections.



**Figure 5. 17:** Urban fabric theme and categories

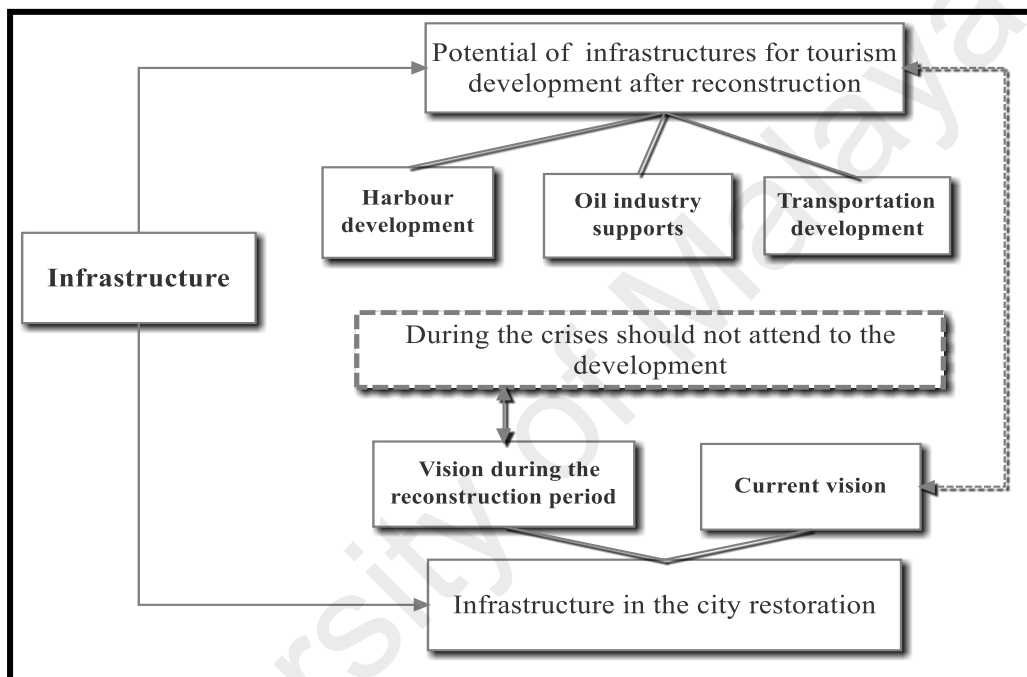
#### 5.2.4 Infrastructure

The important role of infrastructure in the reconstruction process and tourism development of post-war cities was investigated in Chapter 2. This section discusses the role of infrastructure in tourism development in Khorramshahr. Figure 5.18 shows that the government's vision for infrastructure development is explored first, and then infrastructure as a supportive resource for tourism development is discussed.

a) Government's vision for infrastructure development

According to the authorities, the vision for the infrastructure development during the early years of the reconstruction period was based on the idea that the crises should not attend development. As one interviewee stated that:

*“Because of unstable security condition we could not develop infrastructures during first phase of restoration.”*



**Figure 5. 18:** Infrastructure theme and categories in analysis

In this circumstance, the government focused on reconstructing essential infrastructure and utilities rather than other development aspects (i.e., the harbour’s restoration). After restoring basic infrastructure, the government considered the rest of the infrastructure as a way to build prosperity in the future. As one interviewee explained, this included focusing on the port redevelopment:

*“[The] harbour could play an important role of infrastructure restoration in the secondary phase of reconstruction to flourish pre-war era for resettlement.”*

Nevertheless, the experts noted that reconstruction planners regularly faced security caveats in the development of infrastructure. Developing infrastructure near the border before stable peace conditions has been established and increased the barriers to reconstruction. This cautious approach to infrastructure development was justified in the early years of reconstruction. The current position of the authorities is to explain that attention to physical reconstruction is inappropriate because the post-war reconstruction and development of infrastructure should be implemented based on a comprehensive development plan that considered the pre-war identity and future prospects of the city.

#### b) Potential of infrastructure for tourism development

Chapter 4 provided an overview of the Khorramshahr's history, the context of the city, and its geopolitical situation in Iran. In this section, the recent possibilities of Khorramshahr tourism development in relationship to these are evaluated.

*Harbour development:* After the war, the most damaged infrastructure was the harbour. It was the most significant impetus for tourism, trade, and urban growth in Khorramshahr before the war. Experts and authorities argued that in the early stages of reconstruction, the government considered restoring the harbour to its previous glory. However according to the interviewees, Khorramshahr had lost its previous status as a major port in Iran because alternative ports had been developed in safer areas in the Persian Gulf during the war. Security caveats and a lack of stable peace led to the slow development of Khorramshahr Harbour, and it never regained its prosperous conditions.

In previous years, Khorramshahr and Abadan had 40 commercial oil and fishing docks that were connected to the Persian Gulf through two major rivers: the Arvand-Rud and the Bahmanshir. After the Iran-Iraq War, the sediments and scuppered fishing vessels made the Karoon River useless for large shipping transportation. Currently, the harbour

can accept up to 5,000 ton ships, although by dredging the Arvand River, its capacity could be increased to 20,000 ton ships. Moreover, the construction of a new high capacity jetty along the Arvand River has been earmarked in future development plans.

*The Oil industry and a potentially supportive role in tourism development:* All experts were unanimous as to the profound impacts of the oil industry for regional development. The region, as described in Chapter 4, has been tied to the oil industry for a century. The nearby oil refinery in Abadan was completed in 1912 and was one of the world's largest oil refineries before the war. After the war, utilities and transportation services were reconstructed to restore the oil industry as the main source of income for the country. Moreover, the National Iranian Oil Company owns a lot of land and buildings as well as the settlement of neighbourhoods in the region.

*Transportation:* The experts noted that transportation in Khorramshahr is an effective potential to support tourism development. Highways, rail and air transportation provide quick and easy access to Khorramshahr. The interviewees explained that the demand for oil and trading transportation had led to the construction of highways that connect Khorramshahr to the northern and eastern regions of the country. Two highways connect the city to the provincial capital, Ahwaz, in the north and the west. The railway in Khorramshahr was established in 1940. The city is connected to the national railway via the Khorramshahr-Ahwaz route. Moreover, sixteen kilometres of railway from Khorramshahr to Shalamche connects the city to Basra in Iraq.

Khorramshahr has a sea path to the United Arab Emirates and Kuwait. Cruise ships transport passengers and goods to destinations in Kuwait and the UAE every day. However, due to the lack of international tourism demand, this low-cost sea transportation only moves local passengers and trading staff to the other sides of the Persian Gulf.

Nearby Abadan, has an international airport that was one of the biggest and best-equipped airports in the country before the war. It was constructed in 1941 by Great Britain to support the oil refinery in Abadan and was moved to a new location by the National Iranian Oil Company in 1962. The airport was the first international airport in Iran. It currently manages 37 flights per day. The airport is located between Abadan and Khorramshahr with access to the airport from the city centres of both cities is less than 12 kilometres.

The next part examines the residents' and tourist statements' regarding our findings from the qualitative phase this study. The central tendencies and significant differences between the groups of tourists and residents in Khorramshahr are examined.

### **5.3 Quantitative Findings**

Based on the methodology in this research, information from the first phase of qualitative analysis is required to draw a second sample. The researcher applied the findings from the first phase for sampling in the second phase. Based on the research methodology (3.3.4 part b) the purposive sampling (non-probability method) involves selecting certain cases based on a specific purpose rather than randomly. According to the qualitative findings from expert interviews, the questionnaire surveys from tourists was conducted in two selected fields of tourism attractions: the Mosque of Khorramshahr and the War Museum, and the pedestrian path along the Karoon River. For selecting residents as explained in Chapter 3 (3.3.4 part b), first, residents were classified according to the damage sustained neighbourhoods and then the two most damaged neighbourhoods were selected. One out of every three homes was integrated in the sample. Up to 25 homes were selected and interviewed in each neighbourhood for a total of 45 questionnaires obtained.

Finally, a total of 90 questionnaires were obtained from both tourist and resident samples in the selected fields. Altogether 84 questionnaires were accepted for analysis,

comprised of 42 tourists and 42 residents. The remainder of the questionnaires were eliminated because of incomplete answers. Data analysis was conducted in three steps with SPSS version 21.00 and Excel 2007.

Based on the design of questionnaire in Chapter 3 (3.3.4 part c), the first part provides descriptive profiling information about the respondents, including gender, age, and education level. The second part of the descriptive analysis examines tourism potential and the post-war tourism situation through information about the tourists' purposes for visiting, preferred accommodation, and the main motivation for the trip. Then, a five-point Likert scale was used on questions that were used in the next level of quantitative analysis to investigate the level of agreement or satisfaction of the respondents regarding post-war tourism to examine themes and categories for the research concepts. The levels of satisfaction with post-war tourism and reconstruction policy are evaluated through the residents' and tourist statements'. In addition, a Chi-square test of correlation is performed to examine the relationship between overall satisfaction of post-war tourism and urban problems in the shared question of part C of the questionnaire survey. The last part of this chapter conducts an inferential analysis of the quantitative data to examine the hypothesis of differences between tourist and residents' groups. The inferential analysis examines whether the responses of the residents and tourists to the proposed statements were the same or different. In other words, whether the distribution of the statements in analysed items was equal for the residents and tourist groups tested.



### 5.3.1 Respondents Characteristic

Table 5.2 shows data from all respondents around half (54%) were men and the rest, 39 people, (46%) were women. There were slightly more men than women in both groups (tourists and residents). The age distribution in table 5.3 shows a fair range of ages involved, while the majority (43%) were between 26–35 years of age, followed by 46–55 years of age (26.5%), and 36–45 years of age (16.65 %). It is noteworthy that because local age group started from 25 years of age, the first age groups were the lower than the cut off age and 16–25 years of age (4.4%).

**Table 5. 2:** Gender of respondents

Respondent	Status	Gender		Total
		Male	Female	
Residents	Frequency	22	20	42
	Percentage	52.40%	47.60%	100.00%
Tourist	Frequency	23	19	42
	Percentage	54.80%	45.20%	100.00%
Total	Frequency	45	39	84
	Percentage	53.60%	46.40%	100.00%

Source: Questionnaire survey 2013

**Table 5. 3:** Age groups of respondents

Age group(years)	Percentage		
	Residents	Tourist	Total
16-25	0%	9.80%	4.40%
26-35	44.50%	41.50%	43.00%
36-45	18.70%	14.60%	16.65%
46-55	26.20%	26.80%	26.50%
56-65	10.10%	7.30%	8.70%
Frequency	42	42	84

Source: Questionnaire survey 2013

Table 5.4 presents the educational levels of respondents and a 1% were at a basic level while 16% had first and secondary school degrees; in contrast, 52% were university educated and of these 34% had a bachelor's degree and 18% had a master's degree or higher. Comparing these two groups at the level of education, tourists were slightly higher educated particularly in the college and bachelor degree subgroups with a 6% increase and primary/secondary group with an 8% decrease than for residents.

**Table 5. 4:** Education level of respondents

Education Level	Respondent groups		Total
	Residents	Tourist	
Primary/Secondary school	20%	12.50%	16.25%
High school/diploma	29.30%	32.50%	30.90%
College and Bachelor degree	31.70%	37.50%	34.60%
Master and above	18.50%	17.50%	18 %
Frequency	42	42	84

Source: Questionnaire survey 2013

### 5.3.2 Post-war Tourism Justification

The tourism demand analysis investigates the existing and intended visitors for the destination that examined likely tourist arrivals, characteristics, and travel patterns. This part of the descriptive analysis examines the city regarding it as a tourism destination with the number of travels and desire for a next visiting in the future.

The city tourism potentials and post-war justification in Khorramshahr were examined for the purposes of visiting, preferred accommodation, length of stay, and motivation for travelling. Table 5.5 presents that the majority (71%) of tourists, travel to the city for second time or more; while 29% of travellers were first time visitors. Moreover, around half of tourists mentioned that they wanted to see Khorramshahr again.

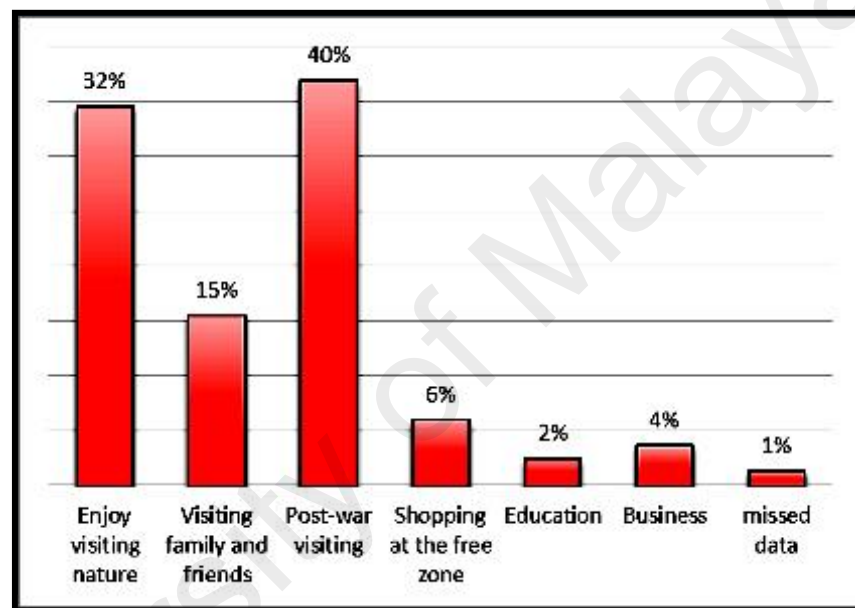
**Table 5. 5:** Khorramshahr tourism justification

1-Wish to travel again		
Response	Frequency	Percentage
Yes	22	52%
No	1	2%
No idea	15	36%
Total	38	90%
Missing Data	4	10%
Total	42	100%
2-Number of travels		
Response	Frequency	Percentage
First time	12	29%
Second time	17	40%
Third time or more	13	31%
Total	42	100%

Source: Questionnaire survey 2013

The first phase of qualitative research explored two types of tourism potentials, namely natural and post-war tourism. This part quantitatively examines tourist motivations and purposes for visiting the city. As mentioned in (3.3.4 part a) tourist is a person coming to the city for legitimate reason other than immigration and who stays at least 24 hours. Refer to the bar chart in Figure 5.19 that shows among all existing potential elements, ‘post-war tourism attraction’ was the main purpose for the majority of tourists (40%), while visiting ‘nature’ was the second main purpose (32%), and that was followed by

the purpose of visiting family and friends (6%). The other purpose items, namely education, business, and shopping were at less than 5% for each. Furthermore, 40% of tourist mentioned post-war tourism as the primary motivation for travelling through the city, and 65% of them at least mentioned the post-war motivation as one of the two options for travelling to Khorramshahr. Altogether, ‘nature’ and ‘post-war tourism attraction’ contain about 80% of the traveller’s reasons.



**Figure 5. 19:** Reason for travelling to Khorramshahr

Source: Questionnaire survey 2013

### 5.3.3 Current Tourism Situation

As mentioned in the qualitative analysis, the main reason for the lack of tourism benefits to residents is the arranged group of low-cost tourism that managed by governmental or semi-governmental sectors and dominates the current situation in Khorramshahr. Chapter 3 revealed that tourism should be viewed as a source of visitor expenditure that will benefit the residential economy. On the other hand, there were a lack of statistics from tourism industry regarding visitors’ expenditures, length of time, and type of accommodation in Khorramshahr. Therefore, this part of the quantitative

descriptive analysis examines tourist behaviour in relationship to their staying time and type of accommodation, which are the two most significant elements of tourism expenditure. Table 5.6 presents the majority of tourists (71%) preferred to stay 1–3 nights. This first ranked preference is greater than the other three items combined, and is four times more than the second ranked preference of 4–7 days (14%) and seven times more than 1-week.

**Table 5. 6:** Tourist staying time in Khorramshahr

Number Of Staying Nights		
Days	Frequency	Percentage
1-3 nights	30	71%
4-7 nights	6	14%
More than one week	4	10%
Missing data	2	5%
Total	42	100%

Source: Questionnaire survey 2013

Table 5.7 illustrates the highest trend for accommodating is the low-cost accommodation, with 71% of tourists stayed in budget accommodation including governmental-provided accommodations, camp sites, and private apartments. Government-provided accommodations with 38% were in ranked first. This high percentage indicates the importance of the government's role in tourism development in Khorramshahr. In contrast, 24% of tourists selected hotels, which were the main share of the private sector in tourism accommodation. This sharp contrast between the government-owned and private accommodations demonstrated the lack of private investment and facilities in tourism in Khorramshahr.

In addition, when comparing Table 5.7 and the bar chart in Figure 5.21, it was revealed that even though 15% of the tourists mentioned visiting family and friends as their reason for travelling, just 5% chose to stay at a relative's home.

**Table 5. 7: Type of accommodation**

Accommodation	Frequency	Percentage	Cumulative Percentage
Hotel	10	24%	23.8
Private apartment	8	19%	42.9
Camping site	6	14%	57.1
Governmental accommodation	16	38%	95.2
Relatives and friends home	2	5%	100
Total	42	100%	

Source: Questionnaire survey 2013

#### **5.3.4 Examination of research concepts, themes and related categories**

According to the research design, this section examines themes and categories resulting from the qualitative findings. Firstly, a brief description of the related qualitative findings for each theme is provided, and then the categories are examined through quantitative analysis.

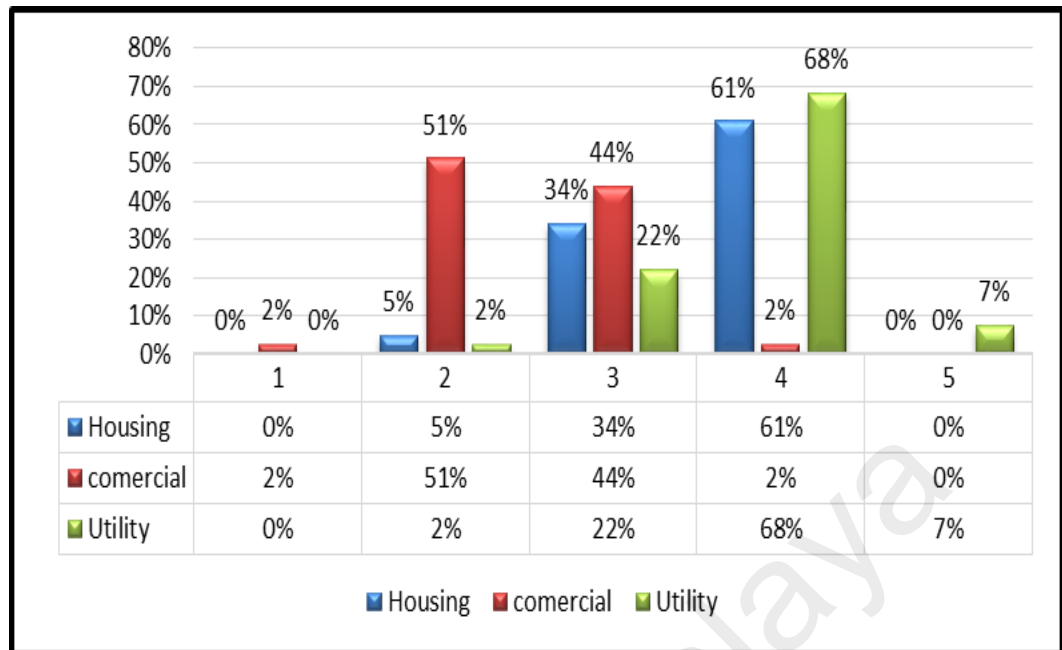
##### **a) Government Policy Regarding Tourism and Reconstruction**

Three issues were examined regarding government policy in the questionnaire survey (Table 5.8). The experts identified housing, small-scale commercial units in neighbourhoods, and utilities as the three priorities for reconstruction in the first period of the city's reconstruction. The quantitative survey examined the importance of these priorities according to residents. The questionnaire also sought to confirm the government's new policy on tourism regarding the new movement in post-war tourism during recent years. Finally, it examined the current government policy on tourism tends towards low-cost and religious tourism.

**Table 5. 8:** Government policy quantitative survey criteria

Concept : Government Policy			
Theme of qualitative finding	category	Respondent	Quantitative Survey
Reconstruction Policy and Priorities	1-Housing 2-Comercialals in neighbourhoods 3-Utilities	Local	Examines the reconstruction priorities
	Current vision: City restoration with potentials considering its background rather than concentration on physical reconstruction		Conform changes of tourism policy towards government in recent years
Tourism Policy	1-Low cost tourism 2-Religious and nationalism aspects of tourism		Examine dominated policy of government in tourism, which is attended to low-cost and religious tourism

*Reconstruction priorities after the war:* Descriptive analysis of the ranking question and overall scores of items was conducted in this section. The bar chart in Figure 5.20 indicates priorities for reconstruction due to resident's views. As can be seen, most respondents selected the rank four (strong effect of restoration) for housing and utilities. As the green colour of the bar chart shows, a total of 75% ranked four and five for utilities while commercial industries received the lowest point with 51% thinking that it was not an important priority, and the second rank went to housing with 61% for its importance.



**Figure 5. 20:** Reconstruction priorities after the war

1=less important to 5= more important

Source: Questionnaire survey 2013

Table 5.9 reveals the mean score for utilities was 3.8 (SD = 0. 36) and a median of 4. Second ranked proceeds for housing with a slight difference by mean 3.56 (SD = 0. 59) and a median of 4; and third ranked was commercial industries by mean 2.46 (SD = 0. 35) and a median of 2.

**Table 5. 9:** Score of reconstruction priorities after the war

Priority	Mean	Median	Std. Deviation	Variance
Housing	3.56	4	.594	0.35
Commercial	2.46	2	.596	0.35
Utility	3.80	4	.601	0.36

Source: Questionnaire survey 2013



*Policy of tourism:* According to demand analysis criteria, this part of the survey examines tourism as the source of visitor expenditures. Table 5.10 shows that greater than 60% of respondents stated that arranged low-cost travels to Khorramshahr is the current policy of the government.

**Table 5. 10:** Low cost travels to Khorramshahr

Respondents	Rank of Low cost travel as the current policy of government				Frequency of respondents
Rank	2	3	4	5	
Percentage	9.50%	35.70%	47.60%	7.10%	42

(1) Strongly disagree (2) disagree (3) neither agree nor disagree (4) agree (5) strongly agree

Source: Questionnaire survey 2013

*Nationalism and religion as dominant policy of tourism:* After examining the economic aspects of current tourism, the next step investigates tourism policy in terms of the tourism supply analysis. This research investigates two aspects of tourism policy arising from qualitative analysis with religion and nationalism as the dominant government policy for tourism development in Khorramshahr.

Table 5.11 reveals that the majority (85 %) of respondents ranked 4 and 5, which stressed governmental policy, concentrates on religious tourism, and nationalistic aspects of the war. There is less difference between tourist and resident's percentage of high ranks while in both groups, the percentage of rank 4 and 5 were around 89%.

**Table 5. 11:** Religion and nationalism in post-war tourism policy

Respondents		Religion and nationalism as dominate policy in tourism				Frequency of respondents
		2	3	4	5	
Residents		4.80%	16.70%	50.00%	28.60%	42
Tourist		2.40%	7.10%	59.50%	31.00%	42
Statement of all respondents	Frequency	3	10	46	25	84
	Percentage	3.60%	11.90%	54.80%	29.80%	100.00%

(1) Strongly disagree (2) disagree (3) neither agree nor disagree (4) agree (5) strongly agree

Source: Questionnaire survey 2013

To determine whether tourist statements for nationalism and religion dominated policy in tourism differ significantly, a chi-square test was performed and no significant differences were found between tourists and residents,

$$\chi^2 (3, N = 84) = 2.32, p = .50 > .05.$$

The average score of the three mentioned items of government policy in tourism in table 5.12 demonstrates that among the two items, tourists indicated it as a higher rank than locals did. The highest score among the two items for tourism policy went to nationalism and religious tourism that has dominated government policy with a mean of 4.19 for tourists and 4.02 for residents. Moreover, the actual difference in the mean scores of low cost travels and tourism between these two clusters was also small with the tourist mean as 3.71 (SD=0. 94) and residents mean as 3.52 (SD=. 077).

**Table 5. 12:** Score of tourism policy in Khorramshahr

Statement	Respondents	Mean	Median	Std. Deviation
2- Promoting low cost tourism by government	Tourist	3.71	4.00	0.94
	Resident	3.52	4.00	0.77
3- Promoting nationalism and religious tourism by government	Tourist	4.19	4.00	0.67
	Resident	4.02	4.00	0.81

Source: Questionnaire survey 2013

#### b) Architecture in the Reconstruction Process

The qualitative findings revealed two themes for the architectural aspects of reconstruction regarding post-war tourism attractions (Table 5.13). In terms of the reconstruction of buildings and tourist attractions, two main buildings in the tourism zones were selected as having the potential for post-war tourism, namely the Khorramshahr Mosque and War Museum. Reconstruction approaches in these two buildings were evaluated in the questionnaire survey of the tourists and residents.

The questionnaire sought to identify trends among the respondent groups in their attitudes to post-war reconstruction buildings as a tourist attraction. The second qualitative theme of architecture was concerned with the commitment to architectural values in the reconstructed and newly made buildings. This theme was examined through resident statements.

The last part of the second concept is the landmark theme and location. Table 5.14 outlines the principles of the landmark in the questionnaire survey through tourist and resident opinions. According to the first phase of analysis, honouring the martyrs and the war event as a symbol of resistance should be considered as a theme for the landmark. Moreover, three proposed locations for landmarks, namely, the entrance of the city, around the mosque in the downtown area, and the Karoon riverside area.

**Table 5.13:** Quantitative survey objectives regarding the qualitative findings of the architecture

Concept: Architecture			
Theme of qualitative finding	Category	Respondent	Role of quantitative survey
Reconstruction of buildings as tourist attraction	Khorramshahr Mosque reconstruction strategy	Tourist and Resident	Examine preserving war effect for post-war tourist attractions
	Khorramshahr War Museum reconstruction strategy		
Architectural concern after reconstruction	Acceptability and perception of indigenous Iranian architecture after the war	Resident	Examine architectural values in post-war new buildings
	Not proper materials with indigenous architecture		

**Table 5. 14:** Quantitative survey principles regarding landmark

Landmark			
Theme of qualitative finding	Category	Respondent	Role of quantitative survey
Landmark	Theme of post-war landmark	Tourist and Resident	Investigates tourists and resident viewpoint about landmark theme and location.
	Location : 1- Riverside 2- Around the Mosque 3-Entrance of the city		

*Preserving the war effects for post-war tourist attractions:* The section examines the approach of preserving war effects as tourist attractions according to the views of the residents and tourists. Firstly, the level of satisfaction is evaluated regarding the strategy to preserve war effects within the city to attract tourists; then two implemented approaches for the reconstruction of buildings in the Khorramshahr Mosque and War Museum are analysed as tourist attractions.

These two buildings were explored in the first phase of the qualitative research and the reconstruction approach and their history before the war were previously elucidated. The first part of this section, examines respondent's statements regarding preserving war effects within the city to attract tourists without specifying a reconstruction approach. According to table 5.15 there is a dramatic difference between tourists and residents as 70% of tourists agreed with the approach of preserving war effects, while only 40% of residents agreed with this approach.

**Table 5.15:** Rank of preserving war effect

Respondents	Rank of preserving war effects					Group Frequency
	1	2	3	4	5	
Resident	4.80%	14.30%	40.50%	38.10%	2.40%	42
Tourist	4.80%	11.90%	14.30%	52.40%	16.70%	42
Total Frequency	4	11	23	38	8	84
Total Percentage	4.80%	13.10%	27.40%	45.20%	9.50%	100.00%

(1) Strongly disagree (2) disagree (3) neither agree nor disagree (4) agree (5) strongly agree

Source: Questionnaire survey 2013

A Chi-square test ( $\chi^2$ ) was performed to determine whether the tourists' views differed significantly from the views of the residents. The result showed a significant relationship between tourist and resident views, meaning that both groups had different views about the preservation of war effects;

$$\chi^2 (3, N = 84) = 10.79, p = .02 < .05.$$

The next stage of examining the post-war attraction and reconstruction policy is an evaluation of two strategies of reconstruction in war-damaged buildings. Briefly, the buildings adopted two different strategies for reconstruction. The mosque was restored to its pre-war conditions with little preservation of the war effects. In contrast, museum restoration preserved some warfare impacts on the building as part of its history in

addition to the renovation of the interior and exterior space and facade. Table 5.16 shows the ranks of all the respondents who were satisfied with the mosque reconstruction. It reached 28% while the satisfied percentages in both groups were low. Only 42% of the residents and 14% of the tourists agreed with this strategy. Nevertheless, the difference between the residents and tourists' percentages was considerable.

Furthermore, the mean and median of satisfaction in Table 5.17 shows low scores for the mosque, particularly according to the tourist group where the mean was 2.55 and the median was 3. The level of residents and tourists' satisfaction regarding the reconstruction strategy in the mosque was significantly different when the Chi-square test was performed:

$$\chi^2 (4, N= 84) = 18.07, p = .001 < .05. .$$

**Table 5. 16:** Rank of satisfaction for reconstruction of Mosque

Respondents	Rank of satisfaction of a new mosque building with less respect to war history					Frequency
	1	2	3	4	5	
Resident	0.00%	9.50%	47.60%	40.50%	2.40%	42
Tourist	11.90%	35.70%	38.10%	14.30%	0.00%	42
Total Frequency	5	19	36	23	1	84
Total Percentage	6.00%	22.60%	42.90%	27.40%	1.20%	100.00%

(1) Strongly disagree (2) disagree (3) neither agree nor disagree (4) agree (5) strongly agree

Source: Questionnaire survey 2013

In contrast to the mosque, the museum achieved a higher satisfaction with this approach to reconstruction, with 66% of respondents choosing the ranking of 4 and 5 (Table 5.17). The ranked for tourists were 77% and the rank for residents were 55%. Comparing the percentage for the mosque and the museum revealed that the reconstruction strategy regarding the museum was more acceptable.

**Table 5. 17:** Rank of satisfaction for reconstruction of Museum building

Respondents	Rank of satisfaction of reconstruction the museum building with preserving war effects					Frequency
	1	2	3	4	5	
Resident	0.00%	11.90%	33.30%	45.20%	9.50%	42
Tourist	2.40%	11.90%	7.10%	35.70%	42.90%	42
Total Frequency	1	10	17	34	22	84
Total Percentage	1.20%	11.90%	20.20%	40.50%	26.20%	100.00%

(1) Strongly disagree (2) disagree (3) neither agree nor disagree (4) agree (5) strongly agree

Source: Questionnaire survey 2013

Table 5.18 shows that the mean score of the museum was 4.05 (SD = 1. 07) for the tourists and 3.52 (SD = 0.89) for the residents, which emphasizes the acceptability of the reconstruction strategy in the museum compared to the mosque. Concerning the museum, the Chi-square test determines that tourist satisfaction with the reconstruction differed significantly from residents. When the test was performed, a significant relationship was found between the tourists and residents:

$$\chi^2(4, N = 84) = 17.49, p = .002 < .05.$$

Despite the statistical significance regarding the preserving war effect as a tourist attraction, the actual difference in mean satisfaction scores between the two groups was modest. To describe this sharp difference, the researcher referred to the overall score of these two groups as shown in Table 5.18. The actual difference in mean satisfaction

scores between the two groups of respondents was small, while the table shows the mean of preserving the war effect for tourists was 3.64 and the resident was 3.19. Therefore, the considerable percentages (40%) of residents' "three" rankings indicates that they did have not a clear idea about preserving the war effects. This difference is clarified in the next part, which examines the two specific buildings with different strategies in reconstruction.

**Table 5. 18:** Score of ranking preserving war effect on the buildings for tourism development

Statements	Respondent group	Mean	Median	Std. Deviation
Rank of preserving war effects	Tourist	3.64	4.00	1.06
	Local	3.19	3.00	0.89
Rank of satisfaction of a new mosque building with less respect to war history	Tourist	2.55	3.00	0.89
	Local	3.36	3.00	0.69
Rank of satisfaction of reconstruction the museum building with preserving war effects	Tourist	4.05	4.00	1.07
	Local	3.52	4.00	0.89

Source: Questionnaire survey 2013

The qualitative phase discussed the architectural acceptability and trends after eight years of war. The urban lives in Khorramshahr were interrupted during the war. According to the reconstruction plan, the indigenous and historical values of Iranian architecture should be considered in the implementation phase of reconstruction. This part of the quantitative analysis examined resident satisfaction with the post-war architecture and new buildings after the war.



Table 5.19 shows that 14% of the respondents believed that new buildings attended to the indigenous and cultural values of Iranian architecture, and approximately 55% stated that the new architecture had no connection to the pre-war values. The results of the resident statements demonstrated that despite the guidelines in the reconstruction policy on attending to architectural values, what has been achieved after twenty years is sharply different from the plan.

**Table 5.19:** Rank of satisfaction referring to architecture in reconstructed buildings

Valid	Rank of commitment to indigenous architecture and values in post-war buildings				Total
	1	2	3	4	
Percentage	14.3%	40.5%	31.0%	14.3%	100.0%
Frequency	6	17	13	6	42

(1) No commitment (2) Less commitment (3) neither -nor commitment (4) commitment (5) Strong commitment

Source: Questionnaire survey 2013

*Landmark:* The qualitative findings revealed the specification of post-war landmarks in Khorramshahr, namely natural theme on the riverside and the post-war theme in the downtown area of the city. Numbers of experts believed that landmarks as representative of every city could be built at the entrance of Khorramshahr. The questionnaire survey examined themes and locations for the landmark according to tourist and resident statements.

*Landmark theme:* Based on the post-war landmark potential uncovered in the qualitative phase, three symbols were examined as the preferred landmark theme in Khorramshahr: the natural symbol, war-relevant symbol, and indigenous cultural symbol. Table 5.20 shows that the war-relevant symbol was ranked first (66%) followed by the natural symbol (30%), and the cultural symbol (28%). Meanwhile, resident preferences indicated that the natural symbol was ranked first (55%), followed by the cultural

symbol (50%), and war-relevant symbol (19%). The priorities of both groups of respondents contradicted each other, whereby the war-relevant symbol that was ranked the highest by the tourists (66%) received the lowest percentage of support (19%) from residents. On the other hand, the residents equally preferred the natural symbol and cultural symbol (approximately 50% each). The natural (45%) and war-relevant (45%) symbols were the most highly preferred, when tourist and residents views was totally calculated.

To determine whether tourist preferences regarding the landmark theme differed significantly from resident preferences, a Chi-square test was performed. The test revealed a significant difference between the statements made by the tourists and residents in all three items as follows:

Natural symbol:  $\chi^2 (4, N = 84) = 15.53, p = .004 < .05$ .

War relevant symbol:  $\chi^2 (4, N = 84) = 23.24, p = .000 < .05$ .

Cultural symbol:  $\chi^2 (4, N = 84) = 14.61, p = .006 < .05$ .

The score of three items of landmark symbols in table 5.21 did not reveal a difference between the means of respondents in total, while all three overall means were 3.30–3.50. In contrast, both groups of respondents stated distinctive differences in the landmark theme while in the war relevant symbol, the overall score of tourist statements is 3.81 and locals score is 2.62.

This result demonstrates that the war relevant symbol is the critical item among all related items. Natural symbol was a steady status in both groups at around 3.30 and referring the overall score of both groups and cultural symbol was the third ranked with a mean of 3.25 and a median of 3.

**Table 5.20:** Rank of preferences for theme of landmark

Nature-symbol as landmark							
Respondents		Rank of preference of nature-symbol as landmarks					Frequency
		1	2	3	4	5	
Groups	Local	0.00%	11.90%	33.30%	45.20%	9.50%	42
	Tourist	2.40%	35.70%	31.00%	11.90%	19.00%	42
Total	Frequency	1	20	27	24	12	84
	Percentage	1.20%	23.80%	32.10%	28.60%	14.30%	100.00%
War relevant-symbol as landmark							
Respondents		Rank of preference of war relevant-symbol as landmarks					Frequency
		1	2	3	4	5	
Groups	Local	2.40%	54.80%	23.80%	16.70%	2.40%	42
	Tourist	0.00%	23.80%	9.50%	28.60%	38.10%	42
Total	Frequency	1	33	14	19	17	84
	Percentage	1.20%	39.30%	16.70%	22.60%	20.20%	100.00%
Indigenous cultural-symbol as landmark							
Respondents		Rank of preference of indigenous cultural-symbol as landmarks					Frequency
		1	2	3	4	5	
Groups	Local	0.00%	9.50%	40.50%	33.30%	16.70%	42
	Tourist	4.80%	40.50%	26.20%	14.30%	14.30%	42
Total	Frequency	2	21	28	20	13	84
	Percentage	2.40%	25.00%	33.30%	23.80%	15.50%	100.00%

(1) Strongly disagree (2) disagree (3) neither agree nor disagree (4) agree (5) strongly agree

Source: Questionnaire survey 2013

**Table 5. 21:** score of ranking landmark theme

Landmark Symbol	Respondents	Mean	Median	Std. Deviation
Natural symbol	Tourist	3.1	3	1.16
	Local	3.52	4	0.83
	Total	3.31	3	1.03
War relevant symbol	Tourist	3.81	4	1.19
	Local	2.62	2	0.88
	Total	3.56	3	1.2
Cultural symbol	Tourist	3.01	3	1.16
	Local	3.57	3.5	0.89
	Total	3.25	3	1.08

Source: Questionnaire survey 2013

Table 5.22 provides the percentages of the preferences for landmark location according to the residents and tourist statements. Based on the overall percentage of all respondents, the Karoon riverside is the first ranked with 54% (ranks 4 and 5) followed by the entrance and downtown area with approximately 38%. Furthermore, according to the respondent groups, the order of precedence (ranks 4 and 5) for the tourists was the entrance (50%), the riverside (46%), and the mosque in the downtown area (30%). The preference for the residents was the Karoon riverside (62%), the mosque in the downtown area (44%), and the entrance (27%). However, the priorities for the two groups were opposite: the highest rank for the tourists was the entrance (50%), which obtained the lowest percentage (27%) among the residents. Table 5.22 shows a sharp contrast between the resident and tourist statements regarding the entrance with around 60% of residents disagreeing and 50% of the tourist agreeing with the entrance as the landmark location.

**Table 5. 22:** Rank of preferences for location of landmark

Rank of preference post-war landmark location-riverside							
Respondents		Rank of riverside					Group Frequency
		1	2	3	4	5	
Groups	Local	0.00%	5.00%	32.50%	47.50%	15.00%	40
	Tourist	5.10%	23.10%	25.60%	15.40%	30.80%	39
Total	Frequency	2	11	23	25	18	79
	Percentage	2.50%	13.90%	29.10%	31.60%	22.80%	100.00%
Rank of preference post-war landmark location in the downtown area							
Respondents		Rank of mosque in the downtown area					Group Frequency
		1	2	3	4	5	
Groups	Local	0.00%	15.00%	40.00%	27.50%	17.50%	40
	Tourist	0.00%	30.80%	38.50%	17.90%	12.80%	39
Total	Frequency	0	18	31	18	12	79
	Percentage	0.00%	22.80%	39.20%	22.80%	15.20%	100.00%
Rank of preference post-war landmark location-entrance of the city							
Respondents		Rank of entrance of Khorramshahr					Group Frequency
		1	2	3	4	5	
Groups	Local	5.00%	55.00%	12.50%	20.00%	7.50%	40
	Tourist	20.00%	25.00%	5%	15.00%	35%	40
Total	Frequency	10	32	6	14	18	80
	Percentage	12.50%	40.00%	7.50%	17.50%	22.50%	100.00%

(1) Strongly disagree (2) disagree (3) neither agree nor disagree (4) agree (5) strongly agree

Source: Questionnaire survey 2013

To interpret the differences between the tourist and resident statements, a Chi-square test of independence was performed to examine the relationships between the two groups. The relationship between these variables was as follows results:

Karoon riverside: the relationship between the two groups was significant:

$$\chi^2 (3, N = 84) = 15.59, p = .004 < .05.$$

Downtown around Mosque: no relationship was found between two groups:

$$\chi^2 (3, N = 84) = 3.24, p = .35 > .05.$$

Entrance of the city: the relationship between the two groups was significant:

$$\chi^2 (3, N = 84) = 19.05, p = .001 < .05.$$

Therefore, there was a significant difference between the two groups of respondents in the Karoon riverside and the entrance; however, regarding the mosque this difference was not significant interpreting that the overall percentage of both groups should be considered in this item.

Based on the mean value of the landmark location as indicated in Table 5.23, the first ranked with a moderate score was for the riverside with a mean of 3.57 and a median of 4. The mosque was second ranked and has a mean of 3.30 and a median of 3. Entrance of the city was the critical item because the means of both groups are close (around 2.80) although, the medians was far different, tourist median was 4 and resident 2. This significant difference will be analysed in the following section of inferential analysis with non-parametric Mann–Whitney U test that compared the medians of the variables.

**Table 5. 23:** Score of ranking landmark location

Landmark symbol	Respondents	Mean	Median	Std. Deviation
Karoon Riverside	Tourist	3.44	3	1.29
	Local	3.73	4	0.81
	Total	3.58	4	1.07
Mosque in the downtown area	Tourist	3.30	3	0.99
	Local	3.48	3	0.98
	Total	3.39	3	0.98
Entrance of the city	Tourist	2.98	4	1.41
	Local	2.70	2	1.14
	Total	2.84	2	1.41

Source: Questionnaire survey 2013

### c) Urban Fabric Reconstruction

Two substitute functions in the damaged urban fabric emerged from the expert interviews: urban services and social urban space. The experts also stressed the need to create lively spaces to eliminate the tragic memory of war as a theme of new urban spaces. Tourism department authorities talked about the need for urban services such as parking areas, especially in the peak tourist seasons. On the other hand, experts argued that social urban spaces in the post-war city play an important role in social integration and nationalism. The quantitative survey in this part sought to respondents' priorities for new functions by examining two distinctive demands for substitute functions in the damaged fabric: urban services and social spaces.

In addition, this part of research ranked the most significant problems in the damaged fabric in Khorramshahr regarding five considerable problems that emerged from the qualitative analysis of the experts' interviews (Table 5.24).

**Table 5. 24:** Quantitative survey objectives regarding the qualitative findings of urban fabric

Concept: Urban Fabric			
Theme of qualitative finding	category	Respondent	Role of quantitative survey
Priorities in reconstruction of damage fabric	Substitute Function for damaged fabric regarding residents 1- neighbourhood social space (e.g. Parks) 2- City services (e.g. Parking)	Resident and Tourist	Seeks substitute functions in damage fabrics and abandoned land
Current problem with urban fabric regarding reconstruction	1-New buildings versus old buildings 2-Abandoned land and dilapidated buildings 3- Law and legalization 4- Implementation of reconstruction plans 5- Immigration	Local	Examine current problem in urban fabric after reconstruction

Regarding the qualitative findings, the preferred functions in the damaged fabric are examined through the tourists' and residents' statements. As shown in Table 5.25, the highest demand of the residents for substitute function in damaged buildings and abandoned land was social space with 92% (ranks 4 and 5). In contrast, 62% of the tourists preferred urban services as the substitute function in the damaged fabric while only 22% of the residents agreed with this item.

**Table 5. 25:** Rank of social space as the substitute function-in damage fabrics

Respondents		Rank of substitute function-social space				Total
		2	3	4	5	
Local		0.00%	7.30%	56.10%	36.60%	41
Tourist		31.00%	19.00%	16.70%	33.30%	42
Total	Frequency	13	11	30	29	83
	Percentage	15.70%	13.30%	36.10%	34.90%	100.00%

1) Strongly disagree (2) disagree (3) neither agree nor disagree (4) agree (5) strongly agree

Source: Questionnaire survey 2013

**Table 5. 26:** Rank of urban services as substitute function-in damage fabrics

Respondents		Rank of substitute function-supporting for urban services					Total
		1	2	3	4	5	
Local		2.40%	31.70%	43.90%	4.90%	17.10%	41
Tourist		2.40%	19.50%	17.10%	22.00%	39.00%	41
Total	Frequency	2	21	25	11	23	82
	Percentage	2.40%	25.60%	30.50%	13.40%	28.00%	100.00%

1) Strongly disagree (2) disagree (3) neither agree nor disagree (4) agree (5) strongly agree

Source: Questionnaire survey 2013



Comparing the total percentage of both groups in Tables 5.25 and 5.26 reveals that 71% of all the respondents agreed with social space as the substitute function, and 41% agreed with urban services. To examine the significant differences between the tourists and residents' statements regarding the substitute function of the damaged urban fabric and abandoned land, the Chi-square test of independence was performed and the following results were obtained:

Social urban space – the difference between the two groups was significant:

$$\chi^2 (3, N = 84) = 28.83, p = .000 < .05.$$

Urban services – the difference between the two groups was significant:

$$\chi^2 (4, N = 84) = 14.00, p = .007 < .05.$$

Based on the Chi-square test, the resident and tourist groups stated different views regarding the preferred function in the damaged urban fabric in Khorramshahr. Therefore, the score of these two categories compared in Table 5.27 shows the high demand for social urban space existed from residents with a mean of 4.29 and a median of 4 while this value was 3.76 for tourists.

**Table 5. 27:** Score of substitute function in damage fabrics of Khorramshahr

Function in damaged fabric	Respondents	Mean	Median	Std. Deviation
Social urban spaces	Tourist	3.52	3.50	1.25
	Local	4.29	4.00	0.60
Urban services	Tourist	3.76	4.00	1.24
	Local	3.02	3.00	1.08

Source: Questionnaire survey 2013

*Post reconstruction problems in the urban fabric:* The qualitative findings in the previous section indicated the social and physical problems after reconstruction based on weaknesses in the implementation of the reconstruction plan. This part quantitatively determines the rank of importance of the following five existing urban problems, according to the residents' statements:

- New buildings versus old buildings after reconstruction;
- Abandoned land and dilapidated buildings;
- Law and legalization in ownership of lands;
- Implementation of reconstruction plans;
- Immigration.

Referring to the percentages of the mentioned items in Table 5.28, the majority (72%) of the respondents evaluated the immigration and demographic change as the main problem (ranks 4 and 5), followed by abandoned lands and dilapidated buildings (66%), and mismatched facades due to the differences between new buildings and old buildings after reconstruction (63%). Implementation of post-war reconstruction and legalization aspects were negligible with the weakest impact of less than 3% (ranks 4 and 5).

The overall score for each item (Table 5.29) reveals that the most important problems regarding urban fabric reconstruction were related to the social aspects of immigration with a mean of 4.2 (SD=0.90) and a median of 4. The second most important problem was abandoned land and ruined buildings with a mean of 3.83 (SD=0.77) and a median of 4. The third most important problem, with a minor difference to the second ranked problem, was the mismatching of urban facades due to differences between new and old buildings, with a mean of 3.71 (SD = 0.68) and a median of 4. Law and regulation had the weakest impact on the urban fabric reconstruction according to the residents' statements.

**Table 5. 28:** Rank of problems in urban fabric of Khorramshahr after reconstruction

1- Rank of problem in the city after post-war reconstruction-new building versus old building						
Rank	1	2	3	4	5	Total
Percentage	0.00%	2.40%	34.10%	53.70%	9.80%	100%
Frequency	0	1	14	22	4	41
2- Rank of problem in the city after post-war reconstruction-abandoned lands and dilapidated buildings						
Rank	1	2	3	4	5	Total
Frequency	0	1	13	19	8	41
Percentage	0.00%	2.40%	31.70%	46.30%	19.50%	100.00%
3- Rank of problem in the city after post-war reconstruction-law and regulation of land ownership						
Rank	1	2	3	4	5	Total
Frequency	2	26	12	1	0	41
Percentage	4.90%	63.40%	29.30%	2.40%	0.00%	100.00%
4-Rank of problem in the city after post-war reconstruction-implementation of reconstruction plans						
Rank	1	2	3	4	5	Total
Frequency	2	18	20	1	0	41
Percentage	4.90%	43.90%	48.80%	2.40%	0.00%	100.00%
5- Rank of problem in the city after post-war reconstruction-immigration and demographic changes						
Rank	1	2	3	4	5	Total
Frequency	0	2	7	13	19	41
Percentage	0.00%	4.90%	17.10%	31.70%	46.30%	100.00%

1) Strongly disagree (2) disagree (3) neither agree nor disagree (4) agree (5) strongly agree

Source: Questionnaire survey 2013

**Table 5.29:** Score of ranking urban problems after reconstruction

Urban fabric problems after post-war reconstruction	Mean	Median	Std. Deviation
1-New buildings versus old after reconstruction	3.71	4	0.68
2-Abandoned land and dilapidated buildings	3.83	4	0.77
3-Law and legalization	2.29	2	0.60
4-Implementation of reconstruction plans	2.49	3	0.63
5-Immigration and social demographic changes	4.20	4	0.90

Source: Questionnaire survey 2013

#### d) Potential of infrastructure for city restoration

As the literature review and qualitative analysis revealed, infrastructure is a significant factor in both reconstruction and tourism development. The first phase of the research revealed the development aspects of infrastructure in Khorramshahr and the impact on tourism and found that transportation, oil company investment, and harbour restoration was the three main infrastructure with potential in the city.

This section examines the infrastructure potentials as the opportunity for post-war reconstruction. The quantitative survey sought the residents' views about the most effective infrastructure for promoting the city's restoration through tourism development (Table 5.30).

**Table 5.30:** Quantitative survey objective regarding the qualitative findings of urban fabric

Concept: Infrastructure			
Theme of qualitative finding	Category	Respondent	Role of the quantitative survey
Infrastructure potentials for city restoration	1-Inter transportation 2-Oil company investment 3-Harbou restoration	Local	Rank of infrastructure impacts for city restoration through tourism development

Table 5.31 refers to the ranking of statements regarding the three areas of infrastructure with potential. Comparing the percentage of the three items demonstrates that the majority (82%) of the residents stated ranks 4 and 5 for harbour development. With a remarkable difference, the second rank went to oil company investment with 31%. Transportation was the last priority with 20%. This comparison demonstrates that the residents of Khorramshahr expect the harbour development to bring capital investment and promote tourism development.

Moreover, the results in Table 5.32 show the average point of the harbour development is dramatically higher than the other two items with a mean of 4.27 and a median of 4, compared with the oil company investment with a mean of 3.27 and transportation with a mean of 2.9.

**Table 5. 31:** Rank of inter transportation infrastructure for tourism development

1- Rank of infrastructure potential for tourism development-Inter transportation						
Rank	1	2	3	4	5	Total
Frequency	1	15	17	3	5	41
Percentage	2 %	37%	41%	8%	12 %	100.00%
2- Rank of infrastructure potential for tourism development-Oil industry						
Rank	1	2	3	4	5	Total
Frequency	0	3	25	12	1	41
Percentage	0%	8%	61 %	29%	2%	100.00%
3- Rank of infrastructure potential for tourism development-harbor development						
Rank	1	2	3	4	5	Total
Frequency	0	1	6	15	19	41
Percentage	0%	2 %	14 %	36 %	48%	100.00%

1) Strongly disagree (2) disagree (3) neither agree nor disagree (4) agree (5) strongly agree

Source: Questionnaire survey 2013

**Table 5. 32:** Score of infrastructure potentials for Khorramshahr restoration

Value	Inter transportation	Oil company investment	Harbour development
Mean	2.90	3.27	4.27
Median	3	3	4
Std. Deviation	1.10	0.80	1.03

Source: Questionnaire survey 2013

### 5.3.5 Inferential Analysis

In this section the researcher adopted inferential analysis to know whether the responses of locals and tourists to the proposed statements were the same or different. Based on the research design, in Part C of the questionnaire the information about the post-war tourism regarding the preservation of the war's effects in the selected buildings and landmark was conducted through this section. Referring the qualitative findings, 11

categories in table 5.33 were examined by tourist and residents' statements. Based on the research design, the data are not normally distributed or there is no idea about the distribution; therefore, non-parametric tests were used for inferential analysis. It should be noted that all tests involving ranked data are non-parametric.

The Mann-Whitney U test (in some textbook also called Wilcoxon Rank-Sum Test) was adopted for this test. As explained in Chapter Three (section 3.3.4), the logic behind the Mann-Whitney U test is to rank the data in each group, and then see how different the two rank totals are. If there is a systematic difference between the two conditions, then most of the high ranks will belong to one condition, and most of the lower ranks will belong to the other one. As a result, the rank totals will be quite different. On the other hand, if the two conditions are similar, then high and low ranks will be distributed fairly evenly between the two conditions, and the rank totals will be similar.

Therefore the hypothesis is:

- H<sub>0</sub>: There is no difference between the resident and tourist on response to the statement.
- H<sub>a</sub>: There is a difference between the resident and tourist on response to the statement.

Table 5.34 and 5.35 shows the result of the test.

**Table 5. 33:** The category of qualitative findings used in inferential analysis

Question Code	Subject of code
C12	1. Preserving war effects as tourist attraction
C13	2. Rank of satisfaction of a new mosque building with less respect to war history
C14	3. Rank of satisfaction of reconstruction the War Museum building with preserving war effects
C15-A	4. Nature-symbol as landmarks theme
C15-B	5. War relevant-symbol as landmarks theme
C15-C	6. Indigenous cultural-symbol as landmarks theme
C16-A	7. Landmark location-riverside
C16-B	8. Landmark location-the downtown around mosque area
C16-C	9. Landmark location-entrance of the city
C17-A	10. Rank of substitute function-social space
C17-B	11. Rank of substitute function-supporting and city services



**Table 5. 34:** Data of inferential analysis - Mann–Whitney U test

Question code	Status	Number of respondents	Sum of ranks	Z-value	Sig-value	Decision
C12	Local	42	1524.5	2.479	0.013	H <sub>0</sub> rejects
	Tourist	42	2045.5			
C13	Local	42	2218	4.108	0.000	H <sub>0</sub> rejects
	Tourist	42	1352			
C14	Local	41	1321	3.788	0.000	H <sub>0</sub> rejects
	Tourist	42	2165			
C15-A	Local	42	2011	2.100	0.036	H <sub>0</sub> rejects
	Tourist	42	1559			
C15-B	Local	42	1312	4.424	0.000	H <sub>0</sub> rejects
	Tourist	42	2258			
C15-C	Local	42	2096.5	2.889	0.004	H <sub>0</sub> rejects
	Tourist	42	1473.5			
C16-A	Local	40	1695	0.966	0.334	H <sub>0</sub> accepts
	Tourist	39	1465			
C16-B	Local	40	1759	1.632	0.103	H <sub>0</sub> accepts
	Tourist	39	1401			
C16-C	Local	40	1480	1.407	0.159	H <sub>0</sub> accepts
	Tourist	40	1760			
C17-A	Local	41	2000.5	2.668	0.008	H <sub>0</sub> rejects
	Tourist	42	1485.5			
C17-B	Local	41	1423.5	2.673	0.008	H <sub>0</sub> rejects
	Tourist	41	1979.5			

Source: Questionnaire survey 2013

**Table 5. 35:** Result of difference between touris and resident group

Question Code	Subject of code	Number of respondent	Median	Std. Deviation	Different Statement
C12	Rank of preserving war effects	84	4.00	.996	yes
C13	Rank of satisfaction of a new mosque building with less respect to war history	84	3.00	.890	Yes
C14	Rank of satisfaction of reconstruction the War Museum building with preserving war effects	83	4.00	1.064	yes
C15-A	Nature-symbol as landmarks	84	3.00	1.029	Yes
C15-B	War relevant-symbol as landmarks	84	3.00	1.203	Yes
C15-C	Indigenous cultural-symbol as landmarks	84	3.00	1.074	yes
C16-A	Landmark location-riverside	79	4.00	1.069	No
C16-B	Landmark location-the downtown around mosque area	79	3.00	.992	No
C16-C	Landmark location-entrance of the city	80	2.00	1.414	No
C17-A	Rank of substitute function-social space	83	4.00	1.055	Yes
C17-B	Rank of substitute function-supporting and services	82	3.00	1.215	Yes

Source: Questionnaire survey 2013

According to the results of the inferential analysis presented in Table 5.34 and 5.35, among all 11 statements, H<sub>0</sub> accepted for three categories. Therefore, there were no significant differences between the residents and tourists in these three statements, meaning that the high and low ranks are distributed fairly evenly between the tourist and

resident groups regarding all three statements for the landmark location, including the Karoon riverside, downtown around the mosque, and the entrance into the city. In the remaining 8 items, the difference between the two groups of respondents was significant meaning that most of the high ranks belonged to one group and most of the lower ranks belonged to the other group of respondents.

## **5.4 Summary**

This chapter started with qualitative data analysis to explore post-war tourism as a tool for reconstruction and was followed by quantitative data analysis to examine the qualitative findings through tourists' and residents' statements. The qualitative research was conducted to establish a quantitative survey to examine respondents' demands of post-war tourism and reconstruction based on the conceptual framework of the research. Firstly, this chapter analysed the four concepts of this research according to the interview analysis and supported by the field observations to expand the concepts in the context of Khorramshahr.

The government policy was explored through analysis of the expert interviews regarding two principles: the policy on tourism development and the policy on post-war reconstruction. Government policy after the war focused on providing basic life conditions and encouraged people to return to and restore the abandoned city. Three types of physical priorities were addressed in the reconstruction: housing, commercial units, and utilities. Khorramshahr and its neighbouring city Abadan had the highest number of refugees in the war; therefore, all efforts concentrated on encouraging migrants to return to the abandoned post-war city. Tourism development has been in the form of tour packages that are handled by government or semi-government agencies. The government has concentrated on low-cost tourism and promoting the religious and nationalistic aspects of post-war tourism.

The second concept consists of architecture were the important factor based on the mix of observation and expert interview analysis. Architectural aspects of the post-war reconstruction process were explored through the expert interview analysis. The experts described what should have been designed during the reconstruction process. Afterwards, the research sought peoples' attitudes regarding the reconstruction strategy applied in two different reconstructed buildings in Khorramshahr. Moreover, the acceptability and perceptions of post-war architecture were explored. According to the experts in different fields, the next part of the second concept was related to the landmark theme and location.

The third concept, the urban fabric, was investigated in relationship to current urban defects after reconstruction and the potential of tourism to promote the urban reconstruction process. The research found a mismatch between the reconstructed or new buildings and the old ones. The existing urban defects were noted through field observations in Khorramshahr. Furthermore, the tourism impact on urban problems was demonstrated in the expert interviews.

Regarding the fourth concept, infrastructure, and the experts stressed the potential and impact of infrastructure on tourism development and city restoration. This section, firstly, discussed infrastructure in the context of the government vision in different periods of reconstruction. At the next level, the research explored infrastructure as a supportive element for post-war tourism development.

The quantitative data analysis phase was designed based on the results of the qualitative phase. It focused on the factors affecting post-war tourism and reconstruction. Firstly, it evaluated the tourism potential in relationship to the post-war tourism context. The next part of the quantitative survey examined the respondents' satisfaction with the approach of preserving war effects as tourist attractions. The next step was the survey of post-war

buildings and landmarks in the damaged urban fabric regarding tourism policy. The level of satisfaction with post-war tourism was evaluated through residents and tourists responses to 5-point Likert scale statements. The adopted descriptive analysis included frequency distribution, measures of central tendency, and measures of dispersion. Moreover, the Chi-square independent test was adopted to test the significance of any differences between the tourists' and residents' responses to the shared questions.

In the last part of the quantitative analysis, inferential analysis was adopted to reveal whether the tourists' and residents' statements were statistically different. According to the test, the tourists' and residents' responses followed the same trend in three items and were different in the remaining eight items. Next chapter discusses the findings of the research to obtained answer for the questions of the research.

## **CHAPTER 6: DISCUSSION**

### **6.1 Introduction**

The previous chapter analysed the primary data with the four main concepts for this research. Qualitative analysis provides knowledge about the reconstruction priorities and the existing problems after the post-war reconstruction as well as the potential and contribution of post-war tourism in the reconstruction process. The quantitative data analysis examined tourist and resident statements related to policy on tourism development, architecture, the urban fabric, and infrastructure potentials for post-war tourism in the reconstruction process. Moreover, the acceptability and perceptions of post-war architecture were explored by' attitudes regarding the reconstruction strategy applied in two different reconstructed buildings in Khorramshahr. The urban fabric was examined in relation to current urban defects after reconstruction and the potential of tourism to promote the urban reconstruction process. Regarding urban infrastructure and tourism, the findings stressed the potential and impact of infrastructure on tourism development and city restoration. According to the four concepts of this research, this chapter discusses the research findings to provide information for the research objectives will be discussed in the last chapter.

### **6.2 Government Policy, Reconstruction and in Tourism Development**

Three Subjects were explored regarding government policy for the reconstruction of Khorramshahr. Housing, commercial units in neighbourhoods and utilities were three priorities for reconstruction in the first period of reconstruction. The quantitative survey examined the importance of these priorities according to the residents and found that a majority of resident's priority was on housing and considered it the most important factor. The need for housing remains a constant index for all reconstructed cities.

Housing is usually the highest priority and is vital to the reconstruction process. It is also in line with “Maslow’s Hierarchy of Needs”, which was developed by Abraham Maslow (1954). It is the human needs model that this study used to profile the needs for human life. This concept gives an understanding of a theoretical framework for human needs that serves as a motivation for action courses in choices and preferences in life and they are motivating factors to make choices and identify preferences. Huitt (2004) summarized the model as the first and second levels in a pyramid of needs and categorized food, comfort, and shelter as physiological needs. Regarding the importance of housing, Bluysen (2013) discussed that when the physiological requirements are met, then the requirements for protection and refuge become second priority. However, housing in a post-war reconstruction process is more important than the actual construction of shelter. Kwon (2011) claimed that reconstruction is a project with a series of actions designed to accomplish improvements in the physical and social conditions of residents further indicating that housing and infrastructure are the main components of resident satisfaction. Housing has a tendency to define the “status” of a person in society, which is one of the things that esteem seeks. The importance of housing becomes more prominent while Aragonés et al. (2002) discussed housing as an expression of personal identity and social status; and helps meet our needs to feel rooted and to belong to society.

In terms of housing and reconstruction, Haas et al. (1977), Kumar (1997), and Lizarralde et al. (2010) stressed that reconstruction was an emergency or replacement activity that focused largely on housing. Couch, Sykes, and Börstinghaus (2011) also argued that efforts of most government and semi-government sectors need in particular as related to housing. However, based on the experts in this research, the Iranian government limited its contribution to the quality of supervision for housing construction, rather than a housing policy that led to the creation of post-reconstruction

defects like abandoned houses and dilapidated buildings. It is important to develop an understanding of the different stages or phases of user participation in the house reconstruction process. Several ways have been examined on how users can participate in the housing reconstruction process. Onder and Der (2007) highlighted the following principles:

- i) Determination of user needs and demands;
- ii) User contribution in the acquisition of design data;
- iii) User contribution to design process.

Hamdi (1995) and Arefian (2016) have added two more stages or levels to the overall process: implementation and maintenance of housing. These researchers also mentioned that the involvement of the user or community at different stages of the project determines the level of participation.

Although housing was demonstrated as a main priority during reconstruction, lower levels of contribution to housing policy by the government led this issue to be delegated to the returnees and new residents of Khorramshahr. In Chapter Two (section 2.3.3) mentioned that returning to a post-war city is not a return to normality, but it implies returning to a society that is still under reconstruction (Pedersen, 2003). The time it takes family members to carry out their routine day-to-day activities require more time and effort. Consequently, it is hard to expect that housing reconstruction performed efficiently by owners during reconstruction.

In their explanation of the difficulties families confront in their attempts to recover, Prelog (2015) identified the first and most obvious problem as the physical constraints brought about by the destruction of community facilities and other commercial amenities that were available in the pre-disaster community.



Given this condition, Calame (2005) claimed that the most successful recovery plans to be eventually shared with local agencies that will carry out the majority of long-term projects. A power balance is necessary for public acceptance of the program, i.e. the central government can insure continuity and local administrators can respond more directly to community needs throughout the process of reconstruction. He stated an example of this approach is found in Beirut, where the creation of Solidere as a guiding force for post-war urban reconstruction marked a symbolic abandonment of government agencies in favour of private enterprise. Solidere attracted the best professional talent, foreign and native, to the city with a clear set of objectives, ample funds, and an innovative business model. Next example is rebuilding Rothenberg, Germany.

Hagen (2005) proved that municipalities were largely free to develop their own plans since there was no national reconstruction authority in West Germany. Given these conditions, some cities in Germany opted for modernist architectural styles and traffic-friendly designs, while others favoured traditional styles and carefully retained the existing urban layout whenever possible.

Reconstruction of Middleburg in Netherland also employed an orderly scheme of financing from the private sector, where property was allocated to private owners who were subsequently responsible for the costs of repairs specified by the master plan, as well as the legal obligations that went with it. Those who would benefit most from the revitalization of the city would assume the largest share of the costs and all residents were expected to contribute in some form (Calame, 2005).

Concerning government levels of involvement in reconstruction, El-Masri and Kellett (2001) discussed that the government involvement in post-war reconstruction should concentrate on the communal facilities and infrastructure that could benefit everyone. They emphasized the need for fair and equal access to resources. Moreover, they envisaged the government providing 'soft loans', technical assistance, and job opportunities.

In the interviews, experts explained that small businesses were the priority for restoration in Khorramshahr. Restoring small business in neighbourhoods serves the needs of particular districts and relies on residents to use their establishments. Cheng and Wang (2009) argued that the character of the community may actually be changed if people have to leave their neighbourhoods to market, shop, bank, and use recreational facilities. Governments also receive a great deal of their operational income by collecting fees and taxes on commercial transactions or from property taxes. Following a post-war condition, a community revenues from these sources may drop dramatically until property owners can repair commercial buildings and businesses can recover sufficiently to put employees back to work, providing goods and services. Calame (2005) stressed that if the business sector does not sufficiently recover, then the community-based services like public works maintenance, social and health services, schools, cultural and recreational programs, and planned economic development initiatives will be cut back, delayed, or eliminated.

The next aspect that can boost the role of the government for reconstruction is a distribution of financial assistance. Similarly, in Khorramshahr the government was the main source of financial aid and investment with a weakening of the provincial authorities and local NGOs throughout the reconstruction period.

Chwastiak (2014) covered government policy importance during the reconstruction period and highlighted the government's role as a distributor of financial assistance from foreign countries and international relief agencies during post-war reconstruction. Calame (2005) also claimed that reconstruction is tied to political incentives and discernible political priorities and investments.

The next factor to strengthen the government policy was the great scale of destruction in Khorramshahr. Chapter 4 (Sections 4.4.4 and 4.3.3) discussed the devastation of the war in detail and reported Khorramshahr was the largest and most important occupied city during the Iran-Iraq war when it lost 88% of buildings and infrastructure destroyed during the war as well as it was unpopulated for almost seven years. In line with Chapter 4, the findings in Chapter 5 discovered defects in the mass destruction in housing reconstruction and city infrastructure. In the same way, Rabbani (1997) found that long-term war causes massive destruction in Khorramshahr, which needed reconstruction that was on-going during the incident by the central government. But, due to the risk of reoccupation, the numbers of cities in Iran including Khorramshahr were not considered for reconstruction during the war. Therefore, massive amounts of reconstruction for buildings and city infrastructure were postponed until the end of the war. Calame (2005) also covered the reconstruction in Coventry, UK and stated that reconstruction was stalled during the war and the project's eventual success can be ascribed to the powers of effective post-war promotion in the city as a national symbol of hope, pride, and camaraderie. In Khorramshahr, regardless of all the efforts to implement reconstruction during the war, the most significant phase of reconstruction postponed until the end of the war.

Regarding government policy for post-war tourism development, the findings of this research proved that tourism development policies, particularly during the reconstruction period, were strongly dominated by the policies of reconstruction. The Iranian government made an effort to revive tourism from its war-slump by increasing the number of international tourists and promoting domestic travel after the war, the effect of dominant reconstruction policy on tourism development led to the hindrance for the post-war tourism development. But, the dominant contribution in the reconstruction period that continued up to recent years leading to a weakening of the provincial authorities throughout the reconstruction period. Based on the research findings, the government contribution in tourism development is not limited to make a policy and prepare the stable condition. This role extended to the executive phase of the government led to a low level of benefits from tourism for residents. In contrast with implemented strategy of tourism development in Khorramshahr, the World Tourism Organization (1998) criteria limited governmental roles in tourism to establish tourism policy and stable conditions. Hall (2009) and Brohman (1996) have explored the issue of government involvement in tourism development and demonstrated that the government role in tourism was limited to the coordination, planning, legislation, regulation, entrepreneurship, providing stimulation, social tourism, and interest protection.

Moreover, “*A Ladder of Citizen Participation*” theory by Arnstein (1969), was discussed in chapter 2 (section 2.3), emphasized that participatory planning should involve the entire community in the strategic and management processes of urban planning and tourism development processes.

Murphy and Price (2005) and Shapley (2011) also highlighted the need for local community involvement in the planning process of tourism. They argued that residents must be willing partners in the process of the tourism-related economy. Látková and Vogt (2012) examined the hypothetical model to survey tourism benefit for host community and proved that tourism development is not viewed as a goal; however, as a tool or means of community development, this level of development needs private sector contribution. Allen, Long, Pedue, and Kieselbach (1998) debated that residents must be involved in the planning and their attitudes toward tourism and perceptions of its impact on community life must be continually assessed.

Based on the qualitative findings, low-cost packages to Khorramshahr by government is a dominant aspect in the recent tourism development in Khorramshahr. Respondents were unanimous in their views about the promotion of this policy by the government. The minor role of the private sector and local authorities in tourism development was a defect of tourism development that led to decreased support among residents and failed to deliver the benefits.

Tourism development benefits for residents of Khorramshahr is in the contrast with Bramwell (2003) that argued tourism development in Valletta, that indicated 85% of respondents mentioned economic gains were benefits from tourism and 50% believed that tourism caused increases in job opportunities and incomes. Likewise, Novelli, Morgan, and Nibigira (2012) described that tourism should create a new source of wealth creation in deprived regions in developing countries and act as the most viable means of stimulating local development.

In contrast with mentioned researches, the use of government facilities in Khorramshahr had caused travel to the city to be low-priced and widely available for different groups of travellers, but affected the reduction in tourism income for the host community while limited private sector contribution in the process of the tourism-related economy.

Finally, in Khorramshahr visitor groups arranged by semi-government or military agencies in economic packages did not satisfy the host community. In other words, the number and type of visitors in the post-war city did not meet the resident satisfaction or improve the economy and the building environment.

### **6.3 Architecture, Reconstruction, and Post-War Tourism**

The findings of this research proved that the strategies for post-war attractions are those that combine with natural attraction of the riverside or cultural and religious contexts of the mosque for resident and tourist acceptability. Regarding tourist attraction in Khorramshahr, the comprehensive plan for tourism development in Iran was explained in Chapter 4 (Section 4.7.3) highlighted that the plan directs tourism development to focus on attractions as follows: natural attractions, cultural heritage, and religious tourism. The findings from data analysis revealed that nature and post-war attractions are the two main areas with potential for tourism development in Khorramshahr. The city is supported by both aspects, including the government tourism development plans and the focus on the existing potential as the core characteristic of tourism development. The findings presented in Chapter 5 show that Khorramshahr as the research context has potential in all mentioned attractions for a tourism development plan in Iran. The Karoon River as a natural attraction, post-war cultural heritage, and religious aspects of the war are the most important areas with potential for tourism development in the city. Regarding tourism attraction combination, Leiper (1990) indicated that a tourist attraction is a system comprised of the following elements: a tourist or human element,

a nucleus or central element, and a marker or information element. A tourist attraction comes into existence when the three elements are connected. The nucleus is any feature or characteristic of a place that a tourist contemplates visiting or actually visits. In terms of Leiper's (1990) model, each feature (e.g. a building, site, or display) might not in itself be regarded by most tourists as sufficient to influence their itinerary, but together the features might be synergistic by forming the basis for satisfying experiences. Craggs and Schofield (2010) also established the model illustrates the interrelationship between elements of the inner-city urban tourism system as demonstrated by Jansen-Verbeke (1986). They classified urban components regarding tourism inner city; elements include a variety of potentials and facilities, which divide the inner city into an 'activity place' and a 'leisure' setting'. In the same way, Alvarez (2010) claimed that the most pleasurable attractions are those that combine the appeal of the local inhabitants interacting in the city in their everyday lives. Hall (2009) and Wober (2002) also found that the primary principles in urban tourism development are the core characteristics, including city attractions, activities, and facilities by which the tourism development plans relies.

The next findings in Chapter 5 identified two main buildings in the tourism zones were selected as having the potential for post-war tourism, namely the Khorramshahr Mosque in cultural context and War Museum in natural context. Reconstruction approaches in these two buildings were evaluated in the questionnaire survey of the tourists and residents. The research sought to identify trends among the respondent groups in their attitudes to post-war reconstruction buildings as a tourist attraction. The overall findings of the qualitative and quantitative inquiry demonstrated that the reconstruction approach as most likely to pre-war conditions in the mosque with less attention to the war effects is not considered by tourist and residents. Wilson (2002) argument also corroborates the strategy of reconstruction in War Museum in Khorramshahr. He claimed that buildings

are best left as remnants to tell the story about what happened during the past and noted that these assets create the first image for tourists in urban areas. Gurler and Ozer (2013) demonstrated that famous tourist attractions in the post-war cities are those that honour the martyr's war event. This theme generally attends to a project in the urban reconstruction of post-war cities. Barakat (2007) argued for the importance of cultural content as the key to the identity of a society and as a factor governing the recovery process. It drew attention to two fundamental issues: the implications of the recovery of heritage damaged due to conflict and the potential role of heritage in the social recovery process. Likewise, Rowe, Smith and Borein (2002) found that preserving buildings for tourism purposes can motivate residents to conserve cultural heritage and positively impacts architectural traditions and ancestral heritage.

Arandjelovic and Bogunovich (2014) illustrated and proved a strategy in regard to the Parliament building in Berlin, Germany and claimed this building is an architectural model for a new capital when reconstructed as a post-war tourism attraction. Couch and Dennemann (2000) and Samara (1996) similarly emphasized the strategy that focused on the reconstruction of the main and valuable buildings in the important urban areas of Beirut under UNESCO supervision. Likewise, for the reconstruction strategy of the Mosque of Khorramshahr to its pre-war status, Calame (2005) clarified the strategy by post-war planners in Middelburg, Holland sought to reify to the 'vernacular norms', which had dictated the streetscapes of the historic quarter before the town was bombed in 1940. Guided by what was considered the 'typical Middelburg atmosphere' in an attempt to restore the symbolic effects of Dutch architecture. Designers in Middelburg rejected facsimiles for a loose interpretation of indigenous styles. City officials preferred "the flexibility and political feasibility of traditionalism" to contemporary design and the painstaking process of accurate reconstruction. Their intention to evoke the image of a model city resurrected after war was not realized. The designs were



generally regarded as lifeless and inauthentic with respect to the past and poor responses for residential needs with respect to the present. Despite its long-term failure, the recovery process was an exercise of resistance and pride for the nation. Regarding landmark theme and location, honouring the martyrs and the war event as a symbol of resistance should be considered as a theme for the landmark. Agrusa et al. (2006) emphasized landmarks with the theme of commemoration and honouring the victims of the war that could be an essential factor in attracting tourists when they are defined in a comprehensive plan for post-war tourism in Vietnam. They illustrate these monuments to reflect the psychological and sociological requirements of the societies on the landscape. Past events are kept alive in the common memory through physical representation in public areas and urban landscapes.

Finally, quantitative survey proved that the natural theme for landmarks is more acceptable to respondents. But, there was a gap between the resident and tourist respondents regarding preferred landmark themes. Of the three landmark themes, the highest ranked theme among the tourists was the war relevance while the residents ranked this as the least preferred theme. Giving the inferential analysis that interprets the statement of each group separately, the natural symbol was the first priority for the landmark theme among residents and tourists. Moreover, among the three proposed locations for landmarks: the entrance of the city, around the mosque in the downtown area, and the Karoon riverside area with the riverside identified from an inferential analysis.

#### **6.4 Urban Fabric, Reconstruction Problems, and Post-War Tourism**

This section discusses the persistent problems of reconstruction in the urban fabric of Khorramshahr; then argues the potentials of post-war tourism in its neighbourhoods. According to the findings, five categories were identified as the most significant failures after the urban reconstruction in neighbourhoods of the city: the contrast between new

and damaged buildings, abandoned land and dilapidated buildings, law and legalization of ownership, implementation of the reconstruction, and the social aspects related to immigration. The quantitative survey results demonstrated that most of the respondents were mostly concerned with social problems with the majority ranking immigration as the most significant problem in the post-war reconstruction of the urban fabric of Khorramshahr.

As the discussion in the literature regarding social based strategies for reconstruction (Chapter 2, Section 2.3.3), repatriation after a war is an important step in reconstruction. War as a conflict causes many changes in the day-to-day lives of residents in Khorramshahr and demographic change is an influential aspect with a significant impact on reconstruction. The long-term war led to the mass-immigration and depopulation phenomena in the city. According to importance of repatriation, Bruchhaus (2002) argued that repatriation to post-conflict regions is crucial because it is an important prerequisite for the prevention of future conflicts. In Iran, the issue of immigration was compounded based on the government's strategy to accelerate returns to post-war regions due to the political considerations in borderlands. The residents returning to Khorramshahr after the war found themselves returning to a society that was still in an unstable condition in the reconstruction period. While, due to this policy and new opportunities in the reconstruction period, a new wave of immigrants from other parts of the country replaced some pre-war original residents in the neighbourhoods. Thus, a changing demographic structure occurred in the districts. Based on the findings of this research, the social aspects of demographic changes and the consequences of non-indigenous settlement remain on going obstacles for urban reconstruction in Khorramshahr. This problem was in line with Yassin (2011) found that, due to a war, a large wave of none local displaced persons from other parts of the country arrived in the city and were under reconstruction. They slowly needed housing, neighbourhoods, and

city facilities as new residents. Consequently, they should recognize during the process of housing and urban development. A new wave of non-native settlers in Khorramshahr was not considered in the process of urban reconstruction in the city causes social and cultural issues between locals and immigrants in Khorramshahr.

In terms of the feasibility of post-war tourism development in the neighbourhoods of Khorramshahr, the literature review explained the level and scale of the tourism development plan (Chapter 2, section 2.5.1). The findings revealed that the scattered destruction of the urban fabric does not provide large urban areas for tourism in the neighbourhoods of Khorramshahr. Therefore, the site planning level applies to Khorramshahr post-war tourism. This scale of plan for specific locations of buildings and structures, recreational facilities, conservation and landscape areas, and other facilities were carried out for specific development sites. It may also involve the design of buildings, structures, landscaping, and engineering design based on the site plan. In Khorramshahr, the important buildings that have post-war tourism potential exist along the riverside. Therefore, priority in the reconstruction of ruined houses in the neighbourhoods has been to provide urban facilities and social space for residents rather than tourism attractions. The survey also showed the high level of demand for social spaces by residents. Calame (2005) likewise discussed that warfare and bombing campaigns generally led to scattered devastation whereby some buildings were totally destroyed and some of them were perfectly safe where this scattered range of destruction made difficulties in the reconstruction of the urban fabric.

Regarding the preservation of the war effects in the neighbourhoods, the findings presented in this research demonstrate that there was less willingness among the residents to preserve the effects of war in the neighbourhoods; rather, a majority of residents preferred social urban space. Furthermore, the small-scale of the ruined buildings and abandoned lands in the middle of the urban fabric provided rare

opportunities for large-scale tourism zones. Based on the experts, the city suffers from a lack of public services (e.g., parking areas), particularly during the peak tourism seasons. Alavrez (2010) discussed that these urban spaces as secondary elements that consist of the supporting facilities and services that contribute to the primary function of urban tourism, which is consumed by tourists during visits.

To conclude the discussion on these issues, tourism should be developed in specific zones and the main buildings of Khorramshahr rather than the destroyed houses within the neighbourhoods. This small-scale destruction can be an alternative space to support urban services and social spaces for residents and tourists in the peak tourist seasons.

### **6.5 Infrastructure for City Restoration and Tourism Development**

As the literature review revealed (Chapter 2 section 2.7.4), infrastructure is a significant factor in reconstruction and tourism development. The first phase of this research qualitatively revealed the development potential of infrastructure in Khorramshahr including inter transportation, oil company investments, and harbour development. As presented in the findings in Chapter 5, among the three potential areas, which were identified through interviews, the residents chose harbour restoration as the most promising factor for tourism restoration. This item was ranked first by a significant margin from the other items, including oil company investments and transport development in regard to the pre-war concerns in the reconstruction process.

McCarthy (2003) claimed that port cities are increasingly seeking to encourage tourism related development, the cruise industry, and waterfront leisure as a significant potential source of revenue. He argued that tourism-based uses associated with the cruise industry are increasingly being encouraged in many port cities, because of the potential for economic and other benefits they bring.

On the other hand, Ashworth and Page (2011) and Smith (1998) argued that reconstruction is a stabilizing action that strongly related to reflections of pre-war urban trends. In this research, Chapter 4 (Section 4.4.2) explored that the harbour was the significant focus of urban and tourism development before the war. The finding of this research similarly proved that after three decades the harbour restoration as the pre-war status for tourism development had recognized as the most important factors for post-war tourism development in the view of the residents.

## **6.6 Summary and Conclusion**

Regardless of all the efforts to implement reconstruction during the war, the most significant phase of reconstruction in Khorramshahr postponed to the end of the war. The discussion in this chapter emphasized the government major role in urban and housing reconstruction as supervision, the preparation of technical support, and financial assistance. In urban reconstruction of Khorramshahr, the role of the state became minimized and its bureaucracies were deemed bloated, corrupt, and inefficient. Consequently, the vital role that the state can and must play in the process of rebuilding after conflict is underestimated and undermined, whether defining rebuilding strategies as they emerge from participatory and consensual processes.

Many studies have recommended that the most successful reconstruction plans are centred on local human needs and engineered according to local capacities to sustain long-term progress (Calame, 2005). Barakat (2007) argued that a neoliberal model of reconstruction in post-war countries tends to inherit public administrations and institutions that require major reform.

War as a disaster produces death, injury, economic loss, and widespread disruption and the injured community is expected to act suddenly, quickly, and effectively with new structures springing up in response to the conflict. To overcome social problems in the

neighbouring cities of Khorramshahr and political-security considerations in the borderland quick reconstruction and repatriations were the first priority of government policy during the reconstruction period. This quick restoration should not be seen as a set of issues, decisions, and events occurring in isolation from long-term trends in the community (Barakat, 2007). Reconstruction that occurs rapidly or indeed instantaneously should be treated with suspicion as it implies that there has been a failure to consult adequately with interested parties (Alexander, 2004). Time is socially necessary to make reconstruction more democratic (but it is not limitless). The worst cases are those either in which planners ride roughshod over local interests or those in which conflict of interests leads to stalemate.

The important issue for tourism policy in Khorramshahr refers to the change in the city's tourism identity because of the war. Identity is derived through the three components of tourism in cultural heritage including: the original function, the community connection, and continuity (Barakat, 2007). This cultural content plays a more influential role in the recovery process than the physical content or fabric of heritage; when the three components are present, the invariable result is the demand for a full restoration of tangible elements whenever such a heritage site is destroyed. Khorramshahr city's pre-war tourism focused on leisure and international trade. After the war, the Khorramshahr tourism industry turned to motivation on the war while the tourism activity was diverted to religious and post-war visits rather than leisure. In this new status of tourism, the government policies stress the nationalism aspect and spiritual characteristics of the war. The effect of dominant reconstruction policy on tourism development led to a weakened point for the post-war tourism development. This research found that the role of government in tourism policy extended to the executive phase of tourism and led to a low level of benefits from tourism for residents.

The discussion in this chapter demonstrated the preferred strategy for the reconstruction of buildings through post-war tourism concerns was to preserve the war effects. According to the scale of post-war tourism sites, this research found that the scattered destruction present in the urban fabric did not provide large urban areas for tourism in the neighbourhoods of Khorramshahr. About the potentials for infrastructure, this research discussed that the harbour was the significant focus of urban and tourism development before the war and in the post-war era should be concerned as the first priority for tourism development. Further, the next chapter confers the four objectives of this research and the responses to the related research questions.

## **CHAPTER 7: CONCLUSION AND RECOMMENDATIONS**

### **7.1 Introduction**

Chapter 5 analysed the obtained qualitative and quantitative data and described in detail the findings from the survey and Chapter 6 discussed these findings. This chapter concludes the findings and discussions; and returns to the objectives of the research. Discussions on the data are converged in this chapter to understand the overall case, to achieve objectives of the research, and answer the research questions. Thus, the objectives and summary of the research are restated in relation to the important findings. The limitations of the research and the significant contribution to current knowledge are emphasized in the next part. Lastly, recommendations for future studies are put forward.

### **7.2 Summary of the Research**

This research started with the aim of establishing tourism strategies in the process of urban reconstruction in the post-war city. To accomplish the overall aim of the research, the following objectives were established:

- a) To identify the concepts that link tourism and reconstruction, based on the relevant existing literature, and international examples of post-war cities;
- b) to assess the strategy, obstacles and priorities related to the urban reconstruction in Khorramshahr;
- c) to analyse the potential of post-war tourism in the reconstruction of damaged buildings and urban fabric of Khorramshahr;
- d) to suggest a series of strategic recommendations for post-war reconstruction through tourism development.



This research adopted mixed method approaches to achieve the research objectives, whereby a sequential method was applied to explore post-war tourism approaches regarding reconstruction in the research context. To investigate a tourism development approach in post-war reconstruction, Khorramshahr was selected as a war-ruined city in the southwest Iran. This city was selected for the following important reasons:

- i. It was the largest occupied city;
- ii. It had a tourism background and possessed the primary elements of tourism attraction;
- iii. The city has the core characteristics of tourism such as attractions, activities, and transportation.

This research focused on the post-war reconstruction of damaged urban elements, including urban fabric and buildings of Khorramshahr as the scope of the research was to identify approaches for exploiting the post-war potential of the damaged city as a tourist attraction. In the review of the related literature, four concepts relevant to this research were identified: government policy, architecture, urban fabric, and infrastructure. The concepts were investigated and expanded to include the theme in a case study through expert interviews and observations. The interviews were conducted with architects, urban designers, and government authorities in tourism and reconstruction departments. Furthermore, the researcher adopted observations of damaged urban fabrics and buildings as well as tourist tracking to support the interviews. The second phase was followed up by the questionnaire survey to examine the theme of qualitative findings and evaluate the post-war tourism factors. In the quantitative phase, the questionnaire survey purposefully collected the views of tourists and residents in the selected tourism zones. The next section of this chapter concludes the findings and discussions and returns to the objectives and research questions.

### 7.2.1 Objective 1

To identify the concepts that link tourism and reconstruction based on the relevant existing literature and international examples of post-war cities.

Owing to this research objective, two research questions need to be answered including:

- 1- How does urban tourism act as a promoter in the reconstruction of damaged buildings and urban area of international example?
- 2- What strategy of tourism development does prefer for reconstruction of war damaged cities?

Based on the review of related literature, the contributed concepts of tourism and reconstruction identified were government policy, architecture, urban fabric, and infrastructure (Chapter 2 section 2.7). Successful strategies of post-war reconstruction/restoration through tourism development were reviewed to answer the second question.

The literature review in Chapter 2 (section 2.6) looked at which approaches have been successfully implemented for post-war reconstruction and tourism development. This research highlight six cases in this chapter to illustrate the strategies within city/country that have been successful in the restoration and reconstruction after war by promoting tourism or the reconstruction of cultural heritage. According to the context of Khorramshahr, the cases were selected that directly relate to a river context and a water front; or had similarities to the post-war tourism plan that was concerned with protecting and preserving the achievements and effects of the war and religious aspects of tourism. In this section, the researcher concludes the strategies regarding the relationships between the concepts of research and case study. Therefore, the following strategies of post-war tourism considered to achieve restoration or reconstruction after war conflict and demolition.

- a) The first strategy was tourism as a catalyst for country development. Vietnam defined cities as nodes of post-war attraction by connecting them by air and land transportation systems to provide for a nationwide tourism cluster. The most effective concept regarding this research was a government policy that acts at the national level for tourism development. Post-war tourism attractions in Vietnam were war remnants such as underground tunnels and implements of war within and outside of cities.
- b) The second strategy was the reconstruction of historical buildings. The relative concept was historical architecture as the focal points in the neighbourhoods of Cologne, Germany. Historical churches and quarters in Cologne act as cultural heritage sites in the reconstruction process. By reconstructing churches as the focal points of reviving quarters and neighbourhoods, Cologne was restored after the Second World War. The local authority contribution was in the planning and implementation of reconstruction process and many of the remarkable aspects of the implemented strategy in the city. Moreover, restoring historical buildings and quarters is associated with this strategy and to the concept of conservation architecture in the reconstruction process.
- c) Regarding the urban fabric and infrastructure concepts, the third strategy was rebuilding damaged the urban fabric in Rouen, France and connecting it to the historical downtown area. Traditional and cultural city centres were adopted as urban tourism attraction in Rouen.
- d) The great damages caused by the war occurred in the urban fabric along the riverside. During the restoration plan, the riverside urban areas were connected to the historical attractions downtown with quick accessibility and an improved transportation system. The urban fabric and infrastructure were adopted as a concept for this research

- e) Unlike Rouen, the next implemented strategy was to preserve the historical damaged fabric in Valletta, Malta. The reconstruction of damaged buildings by preserving the historical grid shape of the urban fabric provided a cultural tourism attraction for Valletta. The urban fabric and architecture were two concepts that the researcher adopted from this strategy.
- f) The fifth strategy was to make a new tourism zone next to the reconstructed fabric in Rotterdam, Netherlands. This city created a new and modern city centre that were built by elite architecture and unique buildings as tourist attractions connected to the post-war reconstructed riverside. The riverside outlook and urban fabric for the post-war period and the new city centre as a modern architecture connection of these two parts of the city elaborates the urban fabric and architecture for the concepts of reconstruction and post-war tourism.
- g) The last strategy was implemented in Beirut, Lebanon by establishing a new tourism zone within the damaged urban fabric. The reconstruction of the downtown area provides tourist attractions as well as signs of urban identity with the historic buildings within the damaged urban fabric and a leisure park on the beach made city centre and coastline one of the most trusted areas in the Middle East. As mentioned in Chapter 2, this plan was one of the most successful projects in the Middle East by government policy to attract foreign investment to restore the urban fabric in downtown Beirut.

### **7.2.2 Objective 2**

To assess the strategy, obstacles, and priorities related to the urban reconstruction in the post war city.

Two research questions that need to be answered to achieve this objective follow. The first one is:

3- What were the policy and priorities in the urban reconstruction of Khorramshahr during the process of restoration?

Based on the documents and the expert interviews, government policy in different periods of the reconstruction process were explored and the questionnaire survey examined respondents' statements regarding the findings presented in the qualitative phase. The expert interviews described the destruction caused by the eight-year war in the urban area of Khorramshahr and explained that the significant role of the central government was strengthened during and after the reconstruction period. According to the post-war reconstruction aspects identified in the literature (Chapter 2, Section 2.4) and considering the post-war reconstruction plan of Iran (discussed in Chapter 4, Section 4.5), the role of the Iranian Government in the reconstruction process was significant due to the scale of the mass destruction and the lack of authoritative provincial and local councils. The reconstruction of Khorramshahr was tied to political incentives and discernible political priorities. The distribution of foreign investment and funds bolstered the influential role of the central government in setting policy for the reconstruction after the war.

According to the discussions, the factors relevant to understanding the government's role in the reconstruction included: a low level of contribution to the housing reconstruction, continuation of government policy dominance after reconstruction, the effect of reconstruction policy on tourism development, and persistent urban problems after reconstruction. The next question of this objective was:

4- Which urban problems and war destruction have not been solved even after the reconstruction period in Khorramshahr?

To answer this research question, remaining urban problems were categorized into five groups based on the expert interviews and were supported by field observations. Then, the questionnaire survey examined the mentioned categories through resident statements. According to the qualitative findings, five categories were identified as the most common reasons for failures in the reconstruction process: the contrast between new and damaged buildings, abandoned land and dilapidated buildings, law and legalization of ownership, implementation of the reconstruction, and the social aspects related to immigration.

To compare physical and social problems after reconstruction, the quantitative survey results demonstrated that most respondents were mostly concerned about social problems, with the majority ranking immigration as the most significant problem in the post-war reconstruction of the urban fabric of Khorramshahr. As the discussion on the literature on the social based theories for reconstruction and immigration aspects (Chapter 2, Section 2.3.3), repatriation after the war is an important step in the restoration process.

In Iran, the issue of immigration was compounded due to the government's strategy to accelerate returns to post-war regions for political considerations. As the discussion on the Chapter 6 indicated, demographic changes, and the consequences of non-indigenous settlement remain ongoing obstacles in the social aspect of urban reconstruction.

Furthermore, a gap between the authorities (interviews) and residents (questionnaire survey) emerged in the comparison of the findings in the qualitative and quantitative phases regarding persistent urban problems after reconstruction. The authorities stressed the law and legalization of land ownership as the most important obstacle to urban reconstruction. However, the quantitative survey indicated that legalization was a negligible issue among the resident group of respondents. The discussion established

that the issues of immigration, legalization of ownership, and abandoned buildings form a multi-faceted shape. Each group of respondents was only able to see the front surface. In terms of physical problems of urban reconstruction, the findings indicated that a persistent urban problem is the presence of old and damaged buildings versus newly made and reconstructed buildings that created an inappropriate urban facade. Although public participation was emphasized in the reconstruction plan of Khorramshahr, the recent urban problems and the gap between authorities and residents views the priorities of urban problems to demonstrate that these principles have not been considered in the implementation phase. Public participation in the implementation of reconstruction involves the shared recognition of problems among the authorities, planners, and residents. In contrast, this mutual understanding did not occur in Khorramshahr during or after the reconstruction.

The lesson of this situation is clear that the process of planning reconstruction must necessarily account for physical, emotional, and economic attachment to place. On the other hand, the government must recognize the value of assisting residents to offer advice on assessment, since many of these groups will probably have more experience of the war impact than the government will. Further, groups such as the military frequently made their own assessments as do voluntary organizations, and representatives of international agencies, among others. Given this situation, if the government is to maintain full control, then it will be necessary for assisting groups to accept ultimate governmental authority in the assessment of needs as it is in all other relief matters.

### 7.2.3 Objective 3

To analyse the potential of post-war tourism in the reconstruction of damaged buildings and urban fabric of Khorramshahr.

The discussion on the findings presented in Chapter 6 shows that Khorramshahr has potential in all three aspects (nature, culture, and religious tourism) in the tourism development master plan for Iran. The important issue for tourism in Khorramshahr refers to changes in the city's tourism identity from the war. The Khorramshahr context was discussed in Chapter 4 (Section 4.4), which shows that the city's pre-war tourism focused on leisure and international trade. After the war, the Khorramshahr tourism industry turned to focus on the war and resistance while the tourism activities were diverted to religious and post-war rather than leisure activities. Moreover, government policies stress nationalism and the spiritual characteristics of the war.

The findings revealed that nature and post-war attractions are the main areas with potential for tourism development in Khorramshahr. The city is supported in both aspects, including the government tourism development plan and the focus on existing potential as the core characteristics of tourism development.

In Chapter 6, it was discussed that the potential of the city in the following categories: building reconstruction and tourism attractions; post-war tourism potential regarding urban space and neighbourhoods; and landmarks as a post-war tourist attraction and potentials of infrastructures. The first question regarding this objective was:

5- What type of damaged buildings can be used as a post-war tourist attraction?



The preferred strategy for reconstruction of symbolic buildings through post-war tourism concerns was to preserve the war effects to keep the city history while reconstruction as most likely to pre-war conditions and less attention was paid to the war effects and were not considered by tourists and residents.

Regarding the preservation of the war effects in the social space and neighbourhoods as tourist attractions, the discussion demonstrates that there was less willingness among the residents to preserve the effects of war in the neighbourhoods. Furthermore, the small-scale of the ruined buildings and abandoned lands in the middle of the urban

In relation to the use of landmarks as tourist attractions, Khorramshahr has embarked on a tourism development plan and sought to make a new landmark to symbolize the city. This discussion is notable as the landmark location confirms a natural theme. Both groups of respondents had the same views regarding the landmark location. The Karoon riverside as a natural attraction received the highest ranking. Moreover, the most popular path for tourists was along the Karoon riverside walkway. Lastly, the triangulation of observations, interviews, and questionnaire surveys demonstrated that the natural theme of a landmark along the Karoon riverside would be the best decision for the landmark in Khorramshahr and as a notable element for tourism development.

Regarding infrastructure potentials, the literature review in Chapter 2 (Section 2.7.4) indicated that one of the main criteria to define a tourist destination zone is that a region should contain an adequate tourism infrastructure to support tourism development. Some infrastructure like transportation has a strong relation and significant role in tourism development. This part recaps the discussion on the role of infrastructure in post-war tourism development and the impact on the war tourism identity of Khorramshahr. Harbour restoration was ranked first by a significant margin from the other items, including oil company investments and transport development. This finding

showed that, although the oil-rich region located around the city and transportation are weighty factors in tourism development, the background of the city in tourism and development are the most important factors in the view of the residents after three decades. Thus, harbour development was discussed just as an economic component and symbolic of a return to the pre-war era of prosperity.

#### **7.2.4 Objective 4**

To suggest a series of strategic recommendations to for post-war reconstruction through tourism development.

The last objective of this research was completed by considering the advantages of the three former objectives. This part focuses on the contribution of all the respondents in both phases of the qualitative and quantitative research. To answer the main question of this objective includes:

- What are the possible contributions of a tourism strategy to the urban reconstruction process of Khorramshahr?

According to descriptive and inferential analysis presented in Chapter 5, the residents and tourists revealed dissimilar views regarding the most categories while their expectations from tourism development and reconstruction were also significantly different. The research found a lack of integration between tourists and residents as the two involved stakeholder groups in post-war reconstruction through tourism development. Following are the recommendations regarding four concepts of this research suggested to implement a new strategy which facilitates post-war reconstructions in Khorramshahr:

a) Government policy in tourism and reconstruction:

Regarding the obstacles and disadvantages of the current state of tourism in Khorramshahr, government policy in the current situation acted as a limitation in the sharing of financial benefits for the private sector and local businesses. Despite the considerable number of tourists in the current tourism situation of Khorramshahr, the existing policy has not made a significant impact on the urban fabric and city restoration. The existing policy is not favoured by residents, as they cannot see the benefit from recent post-war tourism.

Therefore, the lead role of government policy in the first phase of the reconstruction period should reduce gradually in the next phases to provide opportunities for the private sector. The decreased domination of government policy after the physical reconstruction can strengthen the role of the local business sector in the city restoration and lead to flow-on benefits for residents due to privatization. The gradual reduction of government contributions to tourism implementation and delegation of this task to the private sector, according to the scheduling process during the years after physical reconstruction, will provide an opportunity for privatization in which local businesses and residents can benefit from tourism development.

b) Architectural approach in reconstruction for post-war tourism development

The most pleasurable post-war attractions are those that combine with natural attraction of the riverside and the appeal of the local inhabitants interacting in the city. This result is notable while the inferential analysis of the landmark location also showed that both groups of respondents had the same views on the landmark location along the Karoon riverside. Based on the two strategies of reconstruction in symbolic buildings, the preferred strategy for the reconstruction of damaged building reconstruction as post-war tourism attractions is the preservation of the war effects in regard maintaining the

buildings history rather than reconstruction as the most likely to pre-war conditions with less attention paid to the war effects.

c) Urban fabric reconstruction for post-war tourism development

The scattered destruction in the urban fabric does not provide large urban areas for post-war tourism development in the neighbourhoods of Khorramshahr. Therefore, the priority in the reconstruction of ruined houses in the neighbourhoods has been to provide urban facilities and social space for residents rather than tourism attractions. The preferred strategy for post-war tourism development is an alternative function of the damaged urban fabric of Khorramshahr within the neighbourhoods is the creation of a social space for residents rather than tourism activities. Post-war tourism should be developed in the zones of widespread destruction in the urban space mixed with the natural attractions of Karoon riverside.

d) Practical and symbolic role of Infrastructure for tourism development

The previous role of the harbour in the pre-war development and its significance as an influential feature in tourism development should be considered by the authorities and planners in the reconstruction process. Although the city is located in an oil-rich region and transportation is a weighty factor in tourism development, the thriving commercial port has become the symbol of the return to the prosperous pre-war era among the residents. After decades, this nostalgia plays an important role in resident satisfaction with the reconstruction and tourism development. Thus, harbour development is not just a physical and economic factor but a symbol of the return to pre-war prosperity in the tourism and development of Khorramshahr.

Finally, residents will accept tourism as promoting factor with reconstruction if tourism directly improves their quality of life both economically and environmentally. If the original residents can benefit from tourism as the host community and if they feel tourism improves the city and the quality of the urban components, then they accept tourism as promoting factor with reconstruction.

### **7.3 Recommendations**

This research explored how post-war tourism development promotes reconstruction in Khorramshahr. Based on these research findings, a number of recommendations are proposed as follows for the reconstruction of the post-war city regarding the building environment and tourism potential:

- Reconstruction planners should allow for review and revision of these programs by local authorities. Local communities should be encouraged to express their demands prior to implementation and exercise significant control in the management of restoration projects.
- Socio-demographic changes in the reconstruction plan should be considered by planning authorities. Urban reconstruction after a war is necessary and a vital physical priority (e.g., housing, utilities) but it is not adequate on its own because demographic changes and the consequences of non-indigenous settlement create other social problems. Displacing residents by changing the social mix disrupts important social ties, reducing social cohesion, which can cause a significant impact on the social wellbeing of the neighbourhoods during the reconstruction process.
- Government should contribute merely to political stability, security, and the provision of the financial framework that tourism requires. The governmental role spreads to tourism development with the outcome as government

domination, which has limited the ability of the private sector to play a more effective role in tourism.

- Preserving the effects of war as tourism attractions is only applied in some of the buildings, which played an important role or had a significant impact before or during the war (e.g., political offices, and religious places) located near other attractions (e.g., natural attractions, cultural heritage, and museum) within the specific post-war zone.
- A landmark theme and location should be considered as interaction factors in post-war tourism development. These two items cannot be evaluated separately. A natural theme for the landmark in Khorramshahr was approved by the respondent, i.e. the Karoon riverside.
- The important concern related to the post-war tourism in Khorramshahr is the change of the city's tourism identity because of the war. After the war, the tourism industry focused on the value of the war including bravery, honour, nobility, and self-sacrifice while tourism activities and attractions were diverted to religious and post-war visits rather than leisure activities. To establish the new wave of tourism regarding the post-war conditions in Khorramshahr new post-war attractions should be identified to work with the leisure and natural attraction of tourism.
- The new architecture style after the war has failed to attract satisfaction. Therefore, respect for the vernacular and indigenous architecture on one hand and the war as the important event in the city's history on other hand, can make a comprehensive framework for a new architectural style for Khorramshahr to create buildings as tourist attractions.

#### **7.4 Generalization and Contributions to Knowledge**

This research sought to investigate the use of urban war defects as a tourist attraction in the urban and building reconstruction process and explore the purpose of tourism development to solve the urban problems remaining after reconstruction. The researcher used the case study method because deliberately wanted to cover contextual conditions believing that they might be highly pertinent to the phenomenon of study. As mentioned in Chapter 1 (section 1.7), case study research is often generalizable to theoretical propositions and not to populations or universes. Therefore, some parallels are drawn and some general lessons were learned that were compared to findings in other areas.

To generalize the findings in this research, this researcher should consider the important aspect of post-war tourism is the feasibility of developing tourism concerning the war event. However, there are many post-war situations as conflicts in different countries that each one has a different set of circumstances. Unlike most natural disasters, war damage is not all the same and does not leave the same level of destruction in ruined cities. It differs in extent, type, importance, time of event, political, and financial value. Different types of war also may affect human, material, financial, institutional, cultural, artistic, and historical resources. Some of these may have been damaged beyond repair and must be replaced while others may be repairable. However, different resources are repairable or replaceable at different costs and with different degrees of difficulty.

Generally, preserving war defects in buildings and the urban fabrics of other cases, called post-war tourism in this research, is only applicable in a situation where a war is regarded with respect for a historical period and honours martyrs and survivors. In other words, internal conflicts and civil wars effect urban destruction rarely provide opportunities for post-war tourism.

In terms of post-war tourism generalization, if the aim of the site is to be made attractive to diverse audiences, then the interpretation should be customized in accordance with tourist perceptions of the site and the combination of the war attractions with other potentials like nature, leisure activities, and religious aspects of tourism.

Regarding the people who form the community in the post-war context, this research proves that the original residents can benefit from post-war tourism as a promoting factor in the building environment while they feel tourism improves the city and the quality of urban life. Understanding the needs and requirements is an important issue that needs to be adopted before attempting to issue or maintain guidelines for post-war tourism. Moreover, the research demonstrates the demands and expectations of residents, tourists, and experts regarding the post-war tourism and urban reconstruction.

Regarding the contribution to knowledge, this research provides evidence supporting the overall international understanding of the work. Based on the two main aspects of tourism development characteristics and the specification of post-war reconstruction, the literature review of this research provides the concepts having a jointly reinforcing effect in terms of both subjects.

The next contribution of this study was directed towards the field of post-war reconstruction and tourism with the results showing that successful reconstruction can incorporate both replacement and conservation approaches in the recovery process of post-war tourism. A sense of attachment to a place requires some buildings to be reconstructed as close to their original form while preserving the war effects. This quality of each place is essentially determined by the historical background concerning the war event and with symbolic references that express some aspect of nationalism regarding the war event. Moreover, a major outcome of this research is that it applies to



the demands of tourists and residents regarding the strategy of preserving the war effects in the reconstruction of buildings and creating landmarks as tourist attractions.

Finally, this research is expected to be a link between reconstruction and tourism development. These newly established criteria of post-war reconstruction through tourism development will offer a valuable contribution to experts, authorities, and academics; whereas, in some previous research on urban restoration, the relationships between urban reconstruction and tourism after war have not been sufficiently explained or explored. The study fills that knowledge gap in the complex field of post-war studies by trying to see the relevance of tourism and war in Khorramshahr and raising the possibility of transferability in another context.

### **7.5 Limitations of Research**

The limitations of this research are related to the follow issues: some limitations are associated with the context of the research and others are related to data gathering and lack of instruments. For exploring remaining problems after reconstruction and investigating those weaknesses, some parts of this research involved criticism of government policy, supervision, and the implementation of the reconstruction process. It is known that criticizing government policy sometimes causes limitations for researchers. For example, two experts specified no voice recording during interviews and two experts requested that recording be stopped in the middle of the interviews. Consequently, these types of interviews were conducted by the researcher taking notes.

The second limitation was based on the research design and the interview protocol. According to the interview protocol, at least one person in every field of expertise who contributed to Khorramshahr reconstruction should be interviewed. This condition posed a challenge because it has been 20 years since the end of the reconstruction period and the availability of interviewees who contributed to the reconstruction process was limited. Moreover, local people should be at least 25 years old to remember the

reconstruction period and be chosen as respondents by purposive sampling. The third constraint was related to the secondary data gathering regarding the pre-war conditions. Much evidence has been lost during the war due to the low levels of electronic documentation in those years and prior years. Therefore, maps and statistics were rare and incomplete.

The lack of observation equipment was the next limitation. For the observation of tourist tracking in the urban fabric, the instruments used were photos, which were taken according to periodic times adjusted by a digital camera. However, this systematic observation could be done with global position system technology (GPS) with more accuracy and more reliable data.

The next restriction was related to the security conditions in the post-war regions. The casual observation method was involved in front of buildings or sites that were still under the secure conditions or army control. The final limitation was the time-consuming data preparation phase of this research. The original documents of the research area context, questionnaire surveys, and all the interviews were in the Persian language. Translating these documents and transcripts from Persian to English and vice versa was a time-consuming limitation in this research.

## **7.6 Suggestion for Future Research**

More extensive research needs to be conducted to investigate reconstruction and tourism development in post-war cities. The suggestions for future research are:

- The findings presented in this research indicate that a new architecture style after the war has failed to attract resident satisfaction. In this circumstance, the valuable pre-war buildings of Khorramshahr are more considerable in architectural significance than the newly built post-war buildings. Future research is needed to investigate the relevant architectural criteria and

approaches regarding the vernacular and indigenous architecture as well as considering the aspects of the post-war situation.

- Since every post-war reconstruction starts with a critical condition of restoration, post-war reconstruction reviews can identify the strengths and weaknesses of the implementation phase. This research focused on the policy and priorities of reconstruction. A future study can evaluate the social and building environment relationships in post-war reconstruction.
- The research proves that the tourism identity in Khorramshahr changed due to the war event. The effect of this changing identity due to the war event and the impact on the building environment and urban development provides a subject for future research.
- The research demonstrates immigration as a social problem in urban reconstruction; therefore, the effects of immigration and demographic changes on urban and architectural aspects of reconstruction need more in-depth exploration in the future. Moreover, the high demand among the residents for social space in the neighbourhoods of Khorramshahr was identified in this research. Reconstructing the social urban space in the neighbourhoods of Khorramshahr and the relevant urban development criteria need to be studied in greater depth.
- According to the feasibility of the tourism potential of Khorramshahr, nature was the second favourite attraction for the tourists. Two other rivers near the city and the natural attractions have the potential for eco-tourism development in and around the city. This can be investigated in future research.

## **7.7 Conclusion**

The research explored how tourism strategies contribute to the urban reconstruction process in Khorramshahr as a war-ruined city in southwest Iran. It also focused on the

post-war reconstruction of damaged urban elements including buildings and landmarks in Khorramshahr, as the scope of the research was to identify which approaches for exploiting the post-war potential of the damaged city as a tourist attraction.

Based on the objectives of this research, the government's role in the reconstruction was investigated in a low level of contribution to the housing reconstruction, continuation of government policy dominance, the effect of reconstruction policy on tourism development, and persistent urban problems after reconstruction.

To identify tourism potentials in the post-war city, the research explored the important issues for tourism in Khorramshahr and referred to the change in the city's tourism identity by the war. After the war, Khorramshahr tourism industry turned its focus on the war and resistance while tourism activities were diverted to religious and post-war visits rather than leisure activities. In this new situation, tourism is an opportunity to promote urban reconstruction.

The research investigated that nature and post-war attractions were the two main areas with potential for tourism development in Khorramshahr. It also discussed the potential of the city in the following categories: building reconstruction and tourism attractions, post-war tourism potential regarding urban space and neighbourhoods, landmarks as a post-war tourist attraction, and potential infrastructure.

In conclusion, the final objective suggests the post-war tourism evaluation criteria was completed by considering the advantages of the three former objectives. Regarding the obstacles and disadvantages of the current tourism policy, the research explored current government policy as a limitation to the sharing of financial benefits for the private sector and local businesses. This research also provides criteria for post-war reconstruction through tourism development in the following categories: government contribution to tourism, preferred post-war tourism sites, post-war tourism potentials

within the neighbourhoods, the preferred strategy for the reconstruction of buildings through post-war tourism, and landmarks as post-war tourist attractions. Lastly, a number of recommendations were proposed for the reconstruction of the post-war city regarding the building environment and tourism potential. Based on the research findings, the suggestions for future research are proposed to investigate reconstruction and tourism development in post-war cities.

Finally, this research highlighted the importance of reconstruction through post-war tourism and demonstrated the demands and expectations of residents, tourists, and experts regarding post-war tourism and urban reconstruction. This research is expected to be a link between reconstruction and tourism development criteria; and sought to investigate the use of urban war defects as a tourist attraction in the urban and building reconstruction process. This study hopes to fill a knowledge gap in the complex field of post-war studies.

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