

Example Writing for Literature Review with Footnote Citing Style

1. Reviewing related theories and concepts in order to understand first about theories and concepts you would like to use in your research

#Example

Useful Concepts

1.1 The Industrial Heritage

1.1.1 Understanding the industrial heritage

The Nizhny Tagil Charter for the Industrial Heritage defines industrial heritage as that consisting of the remains of industrial culture which are historical, technological, social, architectural or scientific value¹. Industrial heritage reflects the profound connection between the cultural and natural environment that can be seen in industrial processes both in ancient and modern times, and evidences of industrial processes can be seen in raw material, natural resources, energy, and transportation networks to produce and distribute products to broader markets². In the seminar on the industrial heritage, “Industrial Heritage in Tourism Policies for Sustainable Development³ (52nd Meeting of the Commission of Europe, arranged in Zabrze /Katowice, Poland, Ministry of Sport and Tourism of the Republic of Poland in 2011), the issue of sustainability was addressed by focusing on the significance of the industrial heritage as a tool for sustainable tourism development. The seminar contributed to the assessment report in which the classification of the industrial heritage, especially the contemporary one, and in particular for tourism was noted based on the scope defined in the Memorandum of Understanding on the establishment in Zabrze of the International Documentation and Research Centre on Industrial Heritage for Tourism.

Industrial heritage for tourism was classified into three main groups:

- industrial and technological monuments for instance sites, moveable heritage and artefacts in museums, as well as fortifications;

Comment [u1]: Providing definition (s) and other useful details of related terms

¹ The International Committee for the Conservation of the Industrial Heritage (TICCIH), “The Nizhny Tagil Charter for the Industrial Heritage,” Retrieved from <http://www.icomos.org/18thapril/2006/nizhny-tagil-charter-e.pdf>.

² ICOMOS News, “Draft Joint ICOMOS – TICCIH Principles for the Conservation of Industrial Heritage Sites, Structures, Areas and Landscapes,” Retrieved from http://www.icomos.org/newsicomos/news1991/july_2011_Vo118-No1/Icomos_18_EN_NOIR_OK_web.pdf.

³ “Industrial Heritage in Tourism Policies for Sustainable Development.” Retrieved from https://webunwto.s3.eu-west1.amazonaws.com/imported_images/27139/report_seminar_industrial_tourism_zabrze_poland_2011.pdf

- living industry of all types and agriculture and food production; and
- intangible heritage for instance cultural activities inspired by industrial development⁴.

Remains of the industrial heritage range from buildings and machinery, workshops, mills and factories, mines and sites for processing and refining, warehouses and stores, places where energy is generated, transmitted and used, transport and all its infrastructure, as well as places used for social activities related to industry such as housing, religious worship or education. The historical period scoped for studying about industrial heritage is not limited to dates back to the past time but also include the present day. UNESCO World Heritage Centre Asia-Pacific Region emphasized that industrial heritage existed in all phases of human development, and therefore it was not only found in the 19th and 20th centuries, but also in prehistoric and medieval times, for example⁵. The value of industrial heritage encompasses social value represented through the lives of ordinary men and women, technological and scientific value in terms of manufacturing culture, aesthetic value that can be viewed from quality of architecture and design, and economic value when a significant industrial site which is facing a decay and declining state can be rehabilitated using cultural tourism for economic regeneration.

In 'Industrial Archeology and Brazilian Industrial Heritage', the industrial archeology was also discussed and defined in the Nizhny Tagil Charter for the Industrial Heritage as "an interdisciplinary method of studying all the evidence, material and immaterial, of documents, artifacts, stratigraphy and structures, human settlements and natural and urban landscapes, created for or by industrial processes⁶. The term is rather different from industrial heritage in that the industrial archeology is an interdisciplinary method of studying industrial values in the past, both tangible and intangible values.

The primary elements of the industrial heritage contributed during the early beginning of the industrial revolution include (1) railways which focus on history

Comment [u2]: Providing definitions from different related organizations and with different perspectives

⁴ P.Ozden, "Culture-led regeneration projects in post-industrial areas: the Istanbul experience," *WIT Transactions on Ecology and the Environment* 155 (2012): 1743-3541.

⁵ M.Falser, "Is industrial heritage under-represented on the world heritage list?," UNESCO World Heritage Centre Asia Pacific Region, Retrieved from <http://whc.unesco.org/archive/ind-study01.pdf>

⁶ G.Campagnol, "Industrial archaeology and Brazilian industrial heritage." *Preservation Education & Research*, 4 (2011).

and physical monuments such as stations, tunnels and viaducts; (2) iron works; (3) mining and (4) salt works. Historically, the very material elements that represented the industrial development of the world encompass canals, roads, bridges and railway tracks; they have been the “cradle of industrialization” and remain tools of the utmost importance of encompassing the earth in a single network (p. 31-32)⁷. Industrial heritage study focuses on material remains of past industrial processes, practices and social patterns through identification of the material culture of the industrialized society, the culture of ordinary life of people living and working in that society, including the hardship of people. This can be understood as part of the study of the industrial landscape. That is, social context analysis should also be inclusive of industrial site and production process analysis in the industrial heritage analysis. The social context includes, for example, salaries, leisure activities, accommodation design, hierarchical division, and physical working environment. The analysis of these details must be part of production process (p. 68)⁸. It is also interesting to explore what mental center and symbolic space (place) of people living in the industrial communities actually are, or it is just the place for working with hardship. And if so, how can local people’s attitude towards industrial communities be changed to positive way?

However, the Industrial Heritage Analysis provided by the UNESCO World Heritage Centre Asia-Pacific Region pointed out that industrial heritage was still under-represented on the World Heritage List and shared very small percentage compared to other types of heritage, due to its 19th and 20th century or modernity representation. Furthermore, application of industrial heritage in tourism is still limited. In this, among the types of industrial heritage sectors, agricultural sector such as wine or olive routes applied as tourism product is not much addressed compared to industrial monuments or living industry. It has been suggested that intangible heritage had not been identified for tourism; this means that cultural activities and events inspired by industrial heritage have not been outstanding in tourism sector.

Comment [u3]: Providing aspect of heritage value assessment--- one of research method for this kind of study. This helps you know more about how heritage and cultural landscape study conduct the research/ with what methodology

Comment [u4]: Kind of wrapping up to your own statement of problem—showing strong support (after you review many studies already) that our study is important and it should be done for future benefits

⁷ L. Bergeron, “The heritage of the industrial society,” in *Industrial Heritage Re-tooled: The TICCH Guide to Industrial Heritage Conservation*, ed. J. Douet (Latitude Press, 2012).

⁸ G. Rossnes, “Process recording,” in *Industrial Heritage Re-tooled: The TICCH Guide to Industrial Heritage Conservation*, ed. J. Douet (Latitude Press, 2012).

1.1.2 Categorization of industrial heritage and industrial heritage as a cultural landscape for tourism

Generally, types of industrial heritage can be described with a notion to the industrial revolution as the source of heavy industries where machines were used, iron production, textile production, mill and factories, technological development of transportation and related physical elements for use, for instance steam railway and water transports, bridges, canals and viaducts. The Historic American Engineering Record (HAER), the United States National Park Service provided the 10 sub-categories in the Industrial Structures Classification System for the industrial heritage⁹. These include the following:

- (1) Extractive industries (e.g. ore-or gold-mining)
- (2) Bulk products industries (e.g. primary metal industries)
- (3) Manufacturing industries (e.g. machine manufacture)
- (4) Utilities (e.g. water supply, electricity)
- (5) Power sources and prime movers (e.g. water wheels, steam turbines)
- (6) Transportation (e.g. railroads, canals, harbor)
- (7) Communication (e.g. radio, telephone)
- (8) Bridges, trestles, aqueducts
- (9) Building technology (roof systems, fenestration)
- (10) Specialized structures / objects (e.g. dams, tunnels, hydraulic works)

There is a list of 52 industrial heritage sites around the world made by UNESCO in 2012. These sites represent the industrial properties in the scope of buildings and machinery, workshops, mills and factories, mines and sites for processing and refining, warehouses and stores, places where energy is generated, transmitted and used, transport and all its associated infrastructure and places used for social activities related to industry such as housing, religious worship or education¹⁰. While many industrial heritage sites are based on the European experiences, Asia Pacific is also aware of the potential in recognising industrial heritage in such countries as for example China, Japan, Korea and Singapore.

⁹ M. Falser, "Global Strategy Studies: Industrial Heritage Analysis," World Heritage List and Tentative List, Is industrial heritage under represented on the World Heritage List?, 2001, Retrieved from <http://whc.unesco.org/archive/ind-study01.pdf>.

¹⁰ Z. Gunay, "The golden horn: heritage industry vs. industrial heritage, 2014," Retrieved from <https://dergipark.org.tr/en/download/article-file/202927>.

Japan's Sites of Meiji Industrial Revolution: Kyushu-Yamaguchi and Related Areas were recently added to list of the world industrial heritage sites¹¹.

These industries have become the 'heritage' with a merit of post-industrialization or the period in which there is a transition of heavy manufacturing industry to soft or service industry which generates more wealth. By this phenomenon, de-industrialization has occurred. De-industrialization is used as a term to explain states or condition of industrial site that has been abandoned or stopped from working for the industry which, as a result, leads to the decay of industrial economy of a site or community. De-industrialization therefore leads to economic change. Fortunately, the industries from the old days, long time back come alive again, significantly in the form of soft, service or tourism industry. This is one way to conserving these heritage sites and objects.

1.2 Theme Route for Tourism Development

Developing routes for tourism has many benefits; it not only brings together activities and attractions under a unified theme but also stimulates entrepreneurial opportunities through the development of ancillary products and services¹². Theme route development supports the idea of developing the three levels of tourism product : core, tangible and augmented products by finding potential resources or assets for this development. Developing tourism theme route is not just linking places in the view of physical logistics (i.e. transportation (but also investigating deep down to associated cultural and natural assets that can be developed into themes, as well as utilizing dynamic interrelationship and communication of suppliers) supplies (along the route for creating a flow in the operation. Successful tourism theme route development requires cooperation across diverse factors.

The study of Heritage Tourism, Thematic Routes and Possibilities for Innovation by Katalin Nagy¹³ defined the concept of thematic route as a route that connected natural or artificial attractions on the basis of a certain theme, and that were accessible

¹¹ ICOMOS, "Evaluations of Nominations of Cultural and Mixed Properties to the World Heritage List, 2015," Retrieved from <http://whc.unesco.org/archive/2015/whc15-39com-inf8B1-en.pdf>

¹² D. Meyer, "Tourism routes and gateways: key issues for the development of tourism routes and gateways and their potential for pro-poor tourism, 2004," Retrieved from <https://www.odi.org/sites/odi.org.uk/files/odi-assets/publications-opinion-files/4040.pdf>.

¹³ K. Nagy, "Heritage tourism, thematic routes and possibilities for innovation," *Club of Economics in Miskolc' TMP8*, no. 1 (2012): 46-53.

by some form of transport .Some studies of theme routes have been generally conducted in the context of road-based or automobile travel, which was called as scenic drive tourism theme route¹⁴.Studies of theme routes in connection with railway transport rather emphasize something else, particularly on applications of disused railway lines to respond heritage tourism in the forms of, for instance, thematic trails like the Turkey-Trail Route-based Tourism Development in Canada studied by Ramsey and Everitt¹⁵, greenways, and railway museums .In the case of Thailand railways, most trains and railway lines are still active as the means of passenger transport . Applicability of these assets purely for tourism experience seems difficult, and in most cases today the Thailand’s railway tourism can only be perceived through the implications of packages of touring via a railway trip)traveling by train (to well-known destinations .Therefore, it comes to the idea of how to link the railway with the tourism elements and potential resources supplied along the network, in order to create a more distinctive connectivity of routing between railway and tourism, in particular, under unified themes .

Comment [u5]: Providing definition (s) of related terms

¹⁴(1) D. Carson, I. Waller, and N. Scott, “Drive tourism: up the wall and around the bend” (CRC for Sustainable Tourism, Altona Vic, 2002), Retrieved from http://www.sustainabletourisonline.com/awms/Upload/Resource/bookshop/DriveTourism_v4.pdf.

(2) B. Prideaux, and D. Carson, “A framework for increasing understanding of self-drive tourism markets,” *Journal of Vacation Marketing*9, no. 4 (2003): 307-313.

(3) B. Prideaux, H. McClymont, and F. Cassidy, “Promoting to the drive tourists: an exploratory Queensland study”(ANZMAC Conference, 2005), Retrieved from http://eprints.usq.edu.au/6847/2/Prideaux_McClymont_Cassidy_AV.pdf

(4) G. Howat, G. Brown, and H. March, “Self-drive tourism: travellers to South Australia’s Limestone Coast region”(CRC for Sustainable Tourism, Gold Coast, Qld, 2007), Retrieved from http://www.crctourism.com.au/wms/upload/resources/bookshop/Howat_SelfDriveTourismSA.pdf

(5) N. Holyoak, and D. Carson, “Modelling self-drive tourist travel patterns in desert Australia”(Proceedings of the 32nd Australasian Transport Research Forum, 2009), 1-14, Retrieved from http://www.atrf.info/papers/2009/2009_Holyoak_Carson.pdf.

¹⁵ D. Ramsey, and J. Everitt, “Route-based tourism development and the “Turkey Trail” in Manitoba, Canada,” *Prairie Forum* 32, no. 1 (Spring 2007): 87-110.

2. **Reviewing previous research studies in order to get variables that will help you in designing research tool in Chapter 3 - Research Methodology. Reviewing other research works provides you more views and insight into the topic context you are working on, which will help you elaborate further variables and aspects).**

Ways for writing

#Example 1

The study about the conservation of disappearing sugar industry cultural landscapes in Taiwan used the concept of cultural landscape for the conservation of the sugar industry in Taiwan through the representation of its history, components, composition, effect on the development process of cities and region, and the threat facing the sugar factories, and the tourism development being introduced as one choice of transformation of this industrial heritage¹⁶. In order to utilize the industrial heritage for tourism theme route to offer to visitors, it can be grouped into these themes): 1 (industrial machinery;)2 (textile industry; (3) furniture industry;)4 (food production; and)5 (electricity generator¹⁷. Others designed an old industrial site by separating into the following forms of attraction :museum of industrial history, conference venue, cultural activities and leisure venue, and steam train, and eco-museum¹⁸.

Comment [u6]: Providing aim of this study

Comment [u7]: Summarizing different forms of development for tourism based on the industrial heritage, found in this study

#Example 2

According to Garaca¹⁹, in the case of developing the industrial site named Novi Sad with a sense of tourist attraction, the objects of industrial heritage were thus divided into 4 groups)1 (objects intended for visitor purposes;)2 (objects not intended for visitor purposes;)3 (well preserved objects out of production process; and)4 (poorly preserved objects out of production process²⁰. The cluster of old industrial localities within a city presented the zone near the railway station as very significant . The rest included the industrial street and the industrial zone .These zones are the

¹⁶ C.H. Wang, and C.C.Fu, "The conservation of disappearing sugar industry cultural landscapes in Taiwan," *Journal of Asian Architecture and Building Engineering* 10, no. 1 (May 2011).

¹⁷ F.C. Iancu, and I.V. Stoica, "Tourist capitalization of industrial heritage elements: a strategic direction of sustainable development: a case study: the Petrosani Depression," *Geo Journal of Tourism and Geosites* 1, no. 5 (May 2010):62-70.

¹⁸ Ibid.

¹⁹ V.Garaca et al., "Aspects of industrial heritage tourism: case of Novi Sad, 2014," Retrieved from http://www.rcis.ro/images/documente/rcis44_11.pdf.

²⁰ Ibid.

motives in tourism and show the potential in tourism development. The paper emphasizes the significance of the value of old local industries as they intensify local identity. Tourism development by use of local industries as the base is called 'industrial heritage tourism'.

Comment [u8]: Providing different ways to group sites and objects of the industrial heritage for use in tourism development

#Example 3

In South America, a study of railway tourism in Brazil had the main aim of presenting the cultural tourism railway market in Brazil and discussing the experiences provided by this type of tourism, in response to the growing demand of railway tourism. The study investigated an interface between trains, culture and tourism through the market lens and public policies that structured this segment. In order to know the market, there was a study of the supply side, in other words, the study of cultural resources particularly the physical one in relation with its railway heritage, and the study of the current railway system or train operations for tourism. The study finding was interesting. It exhibited a collection of tourist trains (trains operated for tourism purposes), their operators, which are various, and brief description of their attractions. The attractions included the physical appeal of steam locomotive trains, trolleys and steel cars as the majority, yet also showcased intangible cultural fabrics and natural scenery. With this diversity of both rail routes and operators, this market thus requires various actions across different stakeholders, and plans in optimizing the segment for its full potential²¹.

Comment [u9]: Providing the study area and aim of the research

Comment [u10]: Providing the objective of the research—what this study did, and for what?

Comment [u11]: Summarizing the findings of this study—which should show variables found from the study

#Example 4

In Mexico, railway tourism has been developed with the main purpose of diversifying its tourism industry. The country integrated its existing natural, cultural and historical resources with its rail routes with different purposes. El Cheperoute offers passengers views of dozens of bridges and tunnels, and natural landscape, with stops along the route. The Tequila Express route, with its refurbished train carriages and music and beverage related with the Mexican cultural identities on board, was developed in order to promote the country's identities through the blue Agave (Agave tequilana (plantations which have been used since the 16th century to produce tequila

²¹ C.C. Lana Fraga, M. P. de Sequeira Santos, and S. de Castro Ribeiro, "Railway tourism in Brazil," in *Railway Heritage and Tourism* ed. Michael V. Conlin and Geoffrey R. Bird (Channel View Publications, 2012), 137-150.

spirit and over at least 2,000 years to make fermented drinks and cloth²². Agave Landscape and Ancient Industrial Facilities of Tequila was designated as one of the UNESCO World Heritage Site of Mexico in 2006, called the 'Agave Culture', due to its expansive and distinctive landscape of blue Agave plantations reflecting the culture of tequila spirit production, living and working culture in the landscape, and exemplifying the continuous link between the ancient Mesoamerican culture of the agave and of today and the process of cultivation²³. Along the Tequila Express route, the train stops at the estates (They are called in Spanish 'haciendas 'which were plantations, mines or factories .Many haciendas combined these productive activities)²⁴ where passengers can learn the process of distilling tequila and participate in music and dance performance²⁵.

Comment [u12]: Summarizing the phenomena found and described in this study. This helps you grab more diverse viewpoints for your own study

²² In Search of the Blue Agave Tequila and the Heart of Mexico, "Visiting Tequila Country," Retrieved from <http://www.ianchadwick.com/tequila/visiting.htm>.

²³ UNESCO World Heritage Convention, "Agave Landscape and Ancient Industrial Facilities of Tequila," Retrieved from <http://whc.unesco.org/en/list/1209/>.

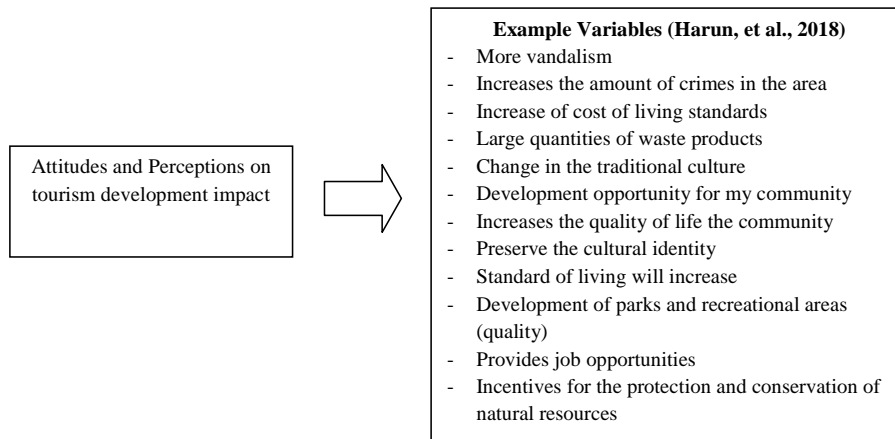
²⁴ Wikipedia the Free Encyclopedia, "Hacienda," Retrieved from <https://en.wikipedia.org/wiki/Hacienda>.

²⁵ B. Camargo, C. G. Garza, and M. Morales, "Railway tourism: an opportunity to diversify tourism in Mexico," in *Railway Heritage and Tourism* ed. Michael V. Conlin and Geoffrey R. Bird (Channel View Publications, 2012), 151-158.

In reviewing previous studies, you are also looking for variables. So, you need to follow the objectives of your research and have a clear understanding of what you would like to investigate/ find out, and then find groups of variables from other research papers (as well as specific variables in your context).

Example of extracting variables from what you have read (after finishing paragraphs of summary).

(Paper 1) Research Title: Attitudes and Perceptions of the Local Community towards Sustainable Tourism Development in Kurdistan Regional Government, Iraq



(Paper 2) Research Title: Residents' Perceptions towards Tourism and its Impacts on their Quality of Life in Aqaba City

