

Development and sustainability of rest stations for archaeological tourism on the historic Zubaydah Trail (from Kufa to Al Shabaka border city)

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ABSTRACT

One cannot say that international concerns about sustainable development are recent. These issues have received international regional and local attention. This research is concerned with sustainable development because of its active and prominent role in the growth of the economies of most countries of the world. It improves the balance of payments and provides additional financial resources to the population. They elements of economic activity and solve the economic problems faced by these countries. It is highly linked to development. In the tourist sense, there are a range of economic, social, environmental, cultural and political development impacts on tourism development. The historic Zubaydah Route may have natural potential capable of developing tourism if it is best used. Therefore, this research aims to reveal the tourism and archaeological potential of Zubaydah Route to motivate official and informal entities to invest them. One of the most important findings of the research is that this route has the presence of natural attractions represented by stations distributed on the Zubaydah Route. However, it suffers from negligence, lack of interest from responsible authorities and lack of future plans to preserve and develop it.

Keywords: sustainable development, sustainable tourism, historic Zubaydah Route.

Introduction

Tourism and its development are of great importance in regional development because planning for it is no less important than planning for other economic activities in terms of social, economic and environmental development. Thus, it reflects its positive effects on the development and prosperity of the region. Although tourism in some regions has been hampered by security and economic constraints, many countries around the world are seeking to increase their investment in this vital activity. In Iraq, there is a trend towards the adoption of tourism as an important tributary of social and economic development. The best proof of this is the establishment of the Ministry of Tourism. From the environmental side, natural tourism is a magnet for tourists and their satisfaction in terms of visiting places and getting to know their topography and plants as well as getting to know the customs and traditions of local communities. Sustainable tourism is an approach based on many scientific tourism institutions and the application of this approach is not financially costly on the contrary of what many believe but it has a material and moral return that benefits and profits tourism institutions. These institutions are treated as part of the environment and must therefore conserve natural resources such as plants, water, energy and natural revival to prevent any risk of pollution and deterioration problems.

This research is concerned with trying to clarify and develop the reality of archaeological tourism in the study area, as the research is divided into four chapters, the first chapter includes the methodology of research and the second chapter includes major concepts related to research and the third chapter includes the possibilities and archaeological tourist elements spread on the historical Route of Zubaydah, while the fourth chapter includes Arab attempts to invest the desert for tourism purposes and concludes the research with conclusions and recommendations.

The first chapter: research methodology

1. Research problem: The lack of a comprehensive strategy for the archaeological tourism development in the historic Zubaydah route suitable for the local community.
2. Research hypothesis: Planning for tourism development that preserves the environmental, historical and cultural heritage of Zubaydah Route.
3. The aim of the research: This study aims at developing the rest stations located on the historic Zubaydah route and show its great importance in the field of sustainable development of archaeological tourism, which is complementary to the components of other tourism and since planning has a leading role in the field of spatial and sectoral development. Thus, this study will try to contribute to the detection of sustainable development of archaeological tourism and stations scattered along the road (Zubaydah Route) leading to Al Shabaka city.
4. Research Limits: The boundaries of the regional roads of Najaf, including Zubaydah route from Kufa to Al Shabaka city in Najaf district.
5. Research methodology: The research adopts the descriptive approach, quantitative analysis and conclusion to reach the desired goal, in addition to the office and field study.

The second chapter: Key research concepts:

1. Stations: The most remote point reached by mobile transport units is the task of assembling, distributing and converting cross-line transport service (Odeh, Noor, 2020:15).

1. Tourism: In the last half of the 20th century, there are dramatic events that accompanied tourism, which are a social and economic phenomena, which in many countries of the world have become one of the most important economic sectors through a change in working patterns, levels of access and income levels, as well as social, cultural and environmental changes that accompanied the expansion of tourism activities (valene and eadington, 1992, preface), the environment in which tourism grows is of great importance in the quality of the success of the tourist travel experience, whether natural such as land, plants and water or man-made such as monuments, historic buildings, roads and others (Holden, 2000, p:161). Tourism is currently one of the most important components of the economy in Iraq, where the tourism industry has grown increasingly in the current decade, and the area of Al Shabaka belongs to Najaf district as one of the tourist provinces in Iraq is characterized by the availability of the various tourism possibilities of entertainment, treatment and antiquities, especially the relics found in the Route of Zubaydah extending from Kufa to the border city of al Skabaka, which has been neglected and sabotaged by wars and factors of natural erosion and others. Many concepts of tourism have been introduced according to specialization and time period, as the first to define tourism is the German expert (CoferFroeller) 1905 which is a phenomenon of our time emanating from the growing need for comfort and a sense of the beauty of nature and joy and pleasure by staying in areas of its own nature (Al-Slawi, Abdul Jabbar, 2004:14). There is a comprehensive definition of tourism, which has been described as a complex combination of activities, services and industries that provide the travel experience, namely transportation, accommodation, food and drinking, institutions, leisure shops, activity facilities and other hospitality services available to individuals and groups that travel away from home and includes all visitor-related service providers (Sa'id, Essam Hassan, 2011: 125).
2. Sustainable Tourism: There are definitions of a number of researchers, some of whom have defined it as the meeting point between the needs of tourists and their host region, which leads to the protection and support of opportunities for future development and management of all resources in a way that provides economic, social and spiritual needs while preserving the cultural reality, environmental style and biodiversity (Interview, Khaled Mustafa, 2011: 40). One of the most important characteristics of sustainable tourism is to pay attention to the quality of the experience and to allow guests to understand nature and encourage them to be interested in protecting the host community as well as the environment (Gianna Moscardo, 1998:3)

3. Development: A dynamic process consisting of a series of functional structural changes in society, occurring as a result of interference in the direction, size and quality of available resources (Qutbi, Abdul Karim, 2017: 14)
4. Sustainable Development: The term sustainable development has been defined by many researchers and scientific institutions. The World Bank defines sustainable development as "a process that is concerned with achieving continuous equivalence that ensures it has the same current development opportunities for future generations by ensuring comprehensive capital or its continuous increase over time" (Al-Hiti, Nozad Abdul Rahman, 2009:14). Some have called it continuous development, all based on the one principle of optimizing resources and wealth in a way that does not compromise the capabilities of future generations of natural resources (Shafi'i, 2021:13) and by the definition of the World Commission on Environment and Development (Brundtland Commission) is one that meets the needs of the present time without compromising the ability of future generations to meet their needs (Ghoneim, Oman, Abu Zant, 2010: 25)
5. Sustainable tourism development: The tourism market has extended to all parts of the world, so tourism development is seeking to preserve the environment with all its functions and dimensions and achieve economic goals in order to take advantage of natural tourism resources as long as possible (Makia, Manal Abdel Moneim, 2000: 127). The most important goals of sustainable tourism development are to protect the environment, increase interest in natural resources, achieve justice at the level of one generation, as well as between different mountains, create new opportunities for investment, meet the basic needs of the human component, raise environmental awareness, improve the basic environment and public services, encourage attention to the effects of tourism on the environment and create standards for environmental punishment (Nahla O Nassar), 2001: 1-7)
6. Historical trails: historical trails are a paved, dusty or stone road used to travel or connect cities, and can connect routes, as these routes help travelers to reach their destination to come up with paved paths that are suitable for the topography of desert or mountainous areas and take into account water resources. Roaders can be provided with their needs in arid desert areas through urban clusters related to these paths, including part of the community's physical heritage because they include buildings, landmarks and historical wells of cultural value. The historical or heritage path is one of the important tools in preserving the urban heritage of cities (Zamil and Mohammed, 2021:55)

Factors of deterioration of historical trails: natural and human factors have an impact on urban heritage sites due to the damage to these historical trails.

1. 1. Natural factors: These factors negatively affect historical facilities on both sides of the trails such as palaces, rest stations, wells and water channels. These factors arise as a result of wind erosion factors, climatic variables and time obsolescence, leading to the deterioration of urban facilities and the loss of historical monuments (Zubeidi, 2014: 118)
2. 2. Human factors: the lack of community awareness of the cultural value of these sites as a source of income to support the tourism sector in the country and the weakness of urban conservation strategies and their deterioration can be the result of the lack of institutional or legal frameworks for the protection of historical sites. This deterioration can result from the deliberate destruction of historical buildings or monuments of historical trails, wars or conflicts, or as a result of rapid urbanization, urban sprawl or poor planning of cities and urban communities in a manner inconsistent with the directions of historical trails, leading to the vanishing of some of its features. In addition to the poor coordination between the municipal and tourism authorities and the lack of financial resources contributes to the delay of repairs and maintenance of these trails (Zamil and Mohammed, 2021: 56)
3. Zubaydah Trail: As it passes through stages of development and construction in the successive Islamic periods, it also goes through difficult moments and days in which it becomes empty and free of pilgrims and travelers due to hunger, thirst, fear and panic, as happened from the destruction and killing in the days of Qaramata, and today (DerbZubaydah) becomes a prisoner of the desert telling us his evidence and its remaining effects the splendor of that era and the progress it has reached in various areas of life. And it tells

us about the hardship and the painful events it has experienced over the centuries (mekshat.com). The Trail of Zubaydah has been named with several names, including: The Trail of Camels, The Royal Road and the Hajj Road (Saidi, Muhammad, 2011: 16). The Zubaydah Trail is one of the most important methods used to reach Mecca and Medina during the early Islamic period. It dates back to the Jahiliya era, where travelers and commercial tribes took it to move between Iraq and Hijaz. This path flourished after the spread of Islam, as it became a great place because it connects pilgrims from the east to reach the Holy Land. Interest in this road increased during the reign of Caliph Haroun al-Rasheed in the era of the Abbasid state and was rehabilitated and provided with a number of facilities and stations and dug wells and ponds for the comfort of pilgrims, travelers, soldiers, merchants and employees in the state. Many early historians confirm that Mrs. Zubaydah, daughter of Jaafar al-Mansour (766-831 AD), granddaughter of caliph Abu Jaafar al-Mansour (754-775 AD) and wife of Abbasid caliph Haroun al-Rasheed, contributed significantly to the construction of this road and allocated a lot of money for the comfort of pilgrims and travelers. This route was named when she performed hajj in 176 Hijri and as a result of severe suffering on her way, she ordered the establishment of rest stations and facilities and the drilling of wells and ponds on the paths of valleys and reefs in an engineering manner that contributed to the collection of rainwater within water channels (Zamil, Muhammad, 2021:58). Its most prominent work is the construction of watering basins in addition to containing the road on rich historical and archaeological sites that help it to create a wide and diverse tourist market in the region with the participation of other elements. The history of these archaeological sites on zubaydah trail dates back to prehistoric times, and Kufa and Lakhmids, or the so-called central Euphrates cities that currently exist, were stations for desert road makers in ancient times (Janabi, Talib, 2001: 40). The road is characterized by its many archaeological sites, the remains of which are still left, due to the confluence of many old commercial caravan routes (Hakim, Hassan, 2008:23) represented by the remains of khan buildings lighthouses and water pools (alrahlat.com). The distances in distribution range from (14-18 km) to a range of deep wells ranging in depth from (50-150 m) of circular shapes (3 meters) and their dimensions (4.50-4.50 meters) and the neck and head area are built to protect the well from collapse, extinction and falling objects. The stations on the Kufic Pilgrimage Route (DerbZubaydah) can be reviewed from its beginning in Iraq to the Iraqi-Saudi border, with 19 stations on the road inside Iraq with the border between Khan, Baraka, Masjid and the well site. This research dealt with a study (14 stations) of Kufa, which is located in the border city of Al Shabaka. The order of locations varies even between the old ones, but in the main stations there is consensus as this can be observed through a map (1), the road starts from:

1. Kufa: The road begins from kufa city because of its political weight, as it extends to the wells of Al Atheib, which is water for The Tamim tribe, and the first thing that man receives in the badia and then this road reaches the beginning of samawah, which relates to the beginning of Najd.
2. Khan al-Rahba: Passes through a low area and a dirt road approximately (30 km) after the south direction of Najaf in the southwestern part of the village of Al-Rahba, where khan al-Hir is a hugely built khan with an average height of the highest remaining walls so far between 6-7 meters (Volder, Najaf Tourism Department) which has been used as a border police station – customs (Azzawi, Abdul Sattar, 1985: 201). There is a square semi-occupied large area of land and corners containing huge towers that may have been aimed at protecting the Khan from enemies and bandits who were always threatening the security of the people at the time (Volder, Tourism Department, former source). Then, the people of the area lived there and only its outer wall and entrance remained from the east side after leaving it and demolishing most of its internal parts. Roofing in the Khan is based on knots and cellars and is built with plaster and irregular stone in shape and size. The walls were wrapped in pottery bricks, some of which fell due to erosion. The khan is 80*110 m2 and has semi-circular towers in its four corners. It has a large prominent entrance to the middle of the eastern side, and from the closed rectangular entrance comes out a small door with a small window topped with a pointed necklace. A small river runs near the southern Khan Wall, bringing its water from Ain, northeast of the village of Rahbeh. The river's water will be used in agriculture by the people of the village of Rahbeh. At its entrance to the east, al-Khan oversees a range of irregularly sized and directional cross roads on its eastern side and 15 km away, there is a sunning hill topped with a square building. In the northeast of the village (2

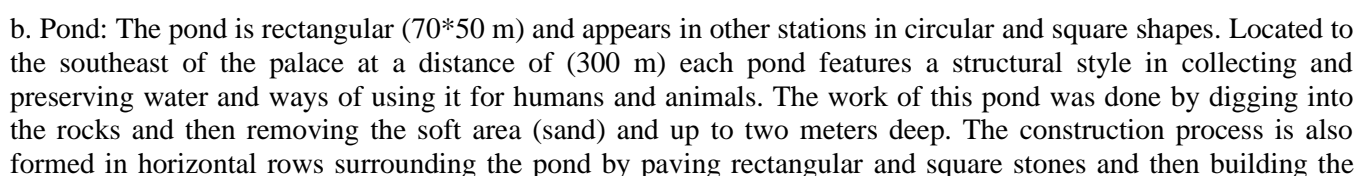
km) there is an area called ash, possibly the site of a military fortress (Azzawi, Abdul Sattar, previous source: 201). It shows the foundations of stone walls. Another archaeological hill showing the features of the palace or fort is the ruins located east of the village of Al-Rahba (6 km) and by looking at its sides it seems that the layout of its walls is rectangular and its pillars are supported by semicircular towers building material of stone and plaster. This site is believed to be the Palace of a Saint, which was descended by Saad ibn Abi Waqas at the Battle of Qadisiyah. This khan suffers a lot of neglect as the villagers have previously used some of the stones of this khan in the construction of their own houses. The rooms, which were usable, were used as warehouses for the villagers (Volder, Najaf Tourism Department, Ibid). This archaeological site needs maintenance and reconstruction if it is to be included in the development plan to invest archaeological sites in the province.

3. Zubaydah Pond (Atheeb al-Hijanat): The third stop after Kufa and Qadisiyah on the pilgrimage route to Mecca is the real beginning of the path to the desert, which was inflamed in summer and located 13 km southeast of Al-Rahba, a circular pond built of a one-side trimmed local stone and large for the purpose of making the façade of the pond level in diameter (35 km) where the stones were connected by plaster to preserve the water inside. On the east side there is a ladder with four degrees length (12 m) as it leads to the bottom of the pond and due to the accumulation of sand in it, it became difficult to know the depth and state of the level of the pond floor. The southern side of the pond is demolished, where the stones are fallen and scattered in the center and there are remnants of the foundations of a group of rooms built of stone and plaster. From the north, its walls can be observed at an altitude of 2.5 m and there are ruins of housing units (Azzawi, Abdul Sattar, former source, 1985:203). In the Jahili era it was called Atheeb al-Haganat, but after the Abbasid era it became called The Pond of Zubaydah and is 53 km away from Najaf (Saidi, Muhammad, 2011: 245)

Hamman Station: Located west of Zubaydah Pond (13 km) and one of its most prominent landmarks:

a. Palace of (Khan) Zubaydah: A dilapidated palace whose eastern and southern parts are now fell. The sections of its western and southern construction units are clearly visible as in the form of a scheme with a rectangular middle courtyard (9*10 m) surrounded on its four sides by rooms different in sizes (square and rectangular) with three rectangular rooms in dimensions (5*3 mm) on the east side. The west side includes four rooms of different sizes, four rooms (6*3.5 m) in the south and two square rooms measuring (3*3 m) and is the construction of a square shape approximately (27.5*30 m). Its four pillars are supported by circular towers. There is a small circular tower in the middle of its western rib as well as a tower with an eastern rib that is far from the north corner tower and approaching the south corner. The northern wall is built at an entrance two meters high and one meter wide, with a two-center pointed necklace on top of it, which is built in the al-Mahdem puzzle and is supported by a tower in the middle of it. There are also four rooms on the north side of the courtyard, a square entrance (3*3 m) and two square rooms (General Foundation for Antiquities and Heritage: 206). Stone and plaster are the main material for the construction of the palace and the construction element of roofing by vaults and pointed-shaped contracts (two centers) and the stone is a well-groomed shape of its sizes occupied used to build the façade of the wall. Inside the wall, the non-reinforced stone is used and its outer walls are one meter thick, the interior (cutters) is 60-80 cm wide, in addition to the circular shape, which is the support for the construction of external towers with a diameter of (2.5 m) and a broad base for lower décor and gathers inward in the implementation of its structural method, i.e., smaller in its way of pain as cone after the height of one meter. The façade is made of stone in its rectangular or square forms and in order to maintain the horizontal level of the walls during the construction process, the flat stone is placed between some rows of stone (General Foundation for Antiquities and Heritage, previous source: 205). It should be noted that the small stones of different sizes with plaster filled all the walls in addition to square the middle and use two rows of construction as the palace is devoid of windows and openings in the outer and interior walls. The walls feature holes from the inside and outside to expand the walls structurally and for the purpose of laying wood. As for connecting the door openings overlooking the palace courtyard, the construction style of roofing the rooms was relied upon according to the remaining parts by using the cellars for all rooms and contracts. The shape of the vaults is pointed with two centers and a long leg, as noted by the appearance of the

Map (1) Ancient pilgrimage route (set zubaida route)



top. The height of the building is vertical to maintain it and connects to the plaster and sometimes begins construction from the base of the pond to create a wall layer that closes all cracks and pores and holes of natural soil layers. The construction façade also appears to be plastered and most of the building stone has fallen due to erosion factors and has left its maintenance and sustainability. To keep the edge of the pond from collapsing, the construction of the mollusk sand top of the pond (Public Foundation for Antiquities and Heritage, former source, 205). The construction of the wall is the basis for preserving the soles of the pond in such a way as to preserve water and not leak or absorb it. The wall was also lifted to distinguish its location in the area. As for the end of the wall, it is built of stone and plaster, and it is more likely that the construction of such a wall helps to keep the water of the pond pure on the one hand and on the other hand used for animals.

c. Wells: Two wells engraved in the desert area located to the southwest of the bath pond and take the square shape and the width of the opening (approximately 5*5 m). The sandy top (soft area) is built by square stones, polite rectangular, coherent handmaid (solution and tensile) and plaster is the bonding material. The depth of the current well (50-80 m) may be because it is difficult to know the depth of the real well and the state of the bottom is located near it another well and near these wells notices the presence of archaeological hills that were responsible for watering or housing well guards (General Foundation for Antiquities and Heritage, previous source: 207).

d. Um Groon: Its old name is Wadi Al-Sibaa or Al-Subai'i, which is called Bouya. The dimensions of its wells (7*7 m) and its depth (200 m) are located south of Najaf city (55 km) (Saidi, Mohammed, previous source: 245) and extend for a distance (2 km) northwest of the area of al-Qasr, Baraka and wells. It is mentioned in historical novels that the site of the lighthouse of um al-Qurn between Atheeb and The Station and The Story. Now, when the names of the old Hajj Road stations (DerbZubaydah) are confirmed, the site of Al-Atheeb appears within the Qadisiyah area and is also called the Palace of Al-Atheeb (General Foundation for Antiquities and Heritage, previous source: 208). It is one of the archaeological areas on the road containing a castle with cylindrical towers and located nearby two square wells, one of which is large and next to them are basins built of rock used to water the animals. At a distance from the castle to the southwest is the lighthouse um al-Quran built on a square base the length of its shala (7 m) and at the height (3.5 m) of square and polite stone and the body was built with bricks and plaster and seems to have a ladder some of its degrees are still clear and is now falling on the ground due to negligence and we are 12 m long. The easiest way to get to um al-Qurn is from the old Zubaydah trail from the Rahba area and access it from the strategic line near the Medical Reserve in Najaf (Haidar al-Ramahi, 2014:4). The aim of its establishment was to guide the road in the desert areas and control the sites of the roads, and the lighthouse was built on high ground for the purpose of watching it remotely (The General Authority for Antiquities and Heritage) al-Tabari says, "And found in the sand, starch and sorry of leather", and describes the ruby of the torture and says "this is good water and it is water between Qadisiyah and um Ghaitha ... It is the Valley of Lubna Tamim and the house of Hajj al-Kufa, which is the limit of blackness." It is found through the site of um al-Quran (Al-Atheeb) that it is a valley where water is carried out and during the survey of the site the presence of valleys in the area is observed.

e. Well of Nus: Located south of The Lighthouse of um Groon 14 km, in the middle of the distance between um Groon and Um Ghaitha, where the distance between them is 29 km and it is in the middle of it and does not exist today because of the sand that covered it completely.

f. Um Ghaitha: 84 km from Najaf (Saidi, Mohammed, former source: 245) is one of the main stations on the hajj road and consists of several low plains called locally called floods and surrounded by a series of plateau heights making it permanent green. There are two large adjacent basins built in the Abbasid period, built of stone and plaster, each length (100 m) and approximately 50 m wide. The basins are surrounded by a number of old wells coated with polished stone and feature these wells rising above the surrounding ground. Um Ghaitha is considered a pastoral area primarily because of its collection of rainwater, which increases the growth of grass and the fullness of the basins and the closest way to reach it is the Road of The Trail of Zubaydah after passing by the

mother of centuries heading the path southwest to reach um Ghaitha about 22 km away. It can also be reached from Abark according to the south-east direction about 30 km (Al-Ramahi, Haidar, previous source: 7). Archaeological surveys revealed the presence of archaeological remains of a large city on an area of 500 meters, while the ponds create a large pond estimated at 47*100 meters and reached by water from the valley on the northeast side Drainage channel and note that this pond is supported by circular shoulders from the outside and also found another basin supporting the pond and a group of wells all built of limestone and through archaeological survey at the same site was distinguished pottery pieces scattered on the surface of the site, which are believed to resemble the era of Samarra, some of which date back to the beginning of the Abbasid era.

g. Hama Pond (Breje) is 98 km from Najaf and 14-15 km (Saidi, Mohammed, previous source: 245), a circular pond with a diameter of about 24 meters and a drainage channel for excess water. This blessing dates back to early Islamic times (mekshat.com)

h. Hammam Pond or Palace (Hammam Saad): 112 km from Najaf and 14-15 km from Hamad Pond (Saidi, Mohammed, previous source: 245). The site of the pond includes several archaeological remains, including traces of a fort built with limestone stones of up to 30*30 m, as some rooms have arched doors and openings similar to the early Abbasid buildings. The water pond is large in size and is about 60*120 m long, which includes the Al Baraka refinery on the west side. The road is clear from the bathroom station until it reaches the pumpkins and between them the mosque (mekshat.com)

i. Mesjid area: Or called an area of meshab where there is no well. It is 125 km from Najaf (Saidi, Mohammed, former source: 245) and 14 miles south of The Bath Pond. There is a circular pond with a diameter of 36 m. and another rectangular pond with an area of about 23*70 m. and the palace has yards and entrances in the southwest and northeast. A row of rooms on the southwest side with circular and square towers is observed if the remains of one of the archaeological buildings indicate that it is a mosque (mekshat.com)

j. Al-Amaya area: It extends 14-15 km after the ponds and wells of the Talhat area. It is 157 km from Najaf, a circular pond with a square gate, canals and many sewers, and there are traces of a palace and many buildings nearby (Saidi, Mohammed, previous source: 241)

k. al-Sajjar area: This area is 4 km from the Shabaka area and from Najaf (165 km) and is also close to the road leading to the banks of Salman and 7 km away there is a pond on the old road, but it is scattered, of which there is very little insist left called the Abu Musk Pond. In this area there is an eye called "Ain al-Tarba" and in the locality called "Al-Katra", the train of Imam Hussein when he came from Mecca to Karbala.

l. Abu Musk Pond: It comes 7 km after the Al-Sujar area, which extends from the distance of the area of Al-Hassam or Al-Qatba, and this train is called Jabal al-Hassam.

m. al shabaka City: 172 km from Najaf and between (100-150 m) al shabaka is within walking distance of the hajj road halfway between The Abu Musk Pond and Shraf wells (Saidi, Mohammed, former source: 242)

Due to the beauty of the road that contains ponds and stations as well as its status as a historical landmark, it is possible to develop it from a tourist destination through the maintenance of these stations, ponds, wells, mosques and lighthouses, as well as the rehabilitation of the vicinity as it is possible for the tourist to get souvenirs in the tourist restaurants of a folkloric character and can get a miniature sculpture of the archaeological teacher as well as enjoy the popular fluklocle meals that the province is famous for. Despite the richness of Najaf province and the abundance of archaeological sites, especially on the historic Zubaydah road, which is an potential potential that can be exploited in the tourism development process. But it suffers and lacks support and maintenance, although it accounts for the bulk of the economies of developed countries that have used it in the right way. Most sites suffer from neglect and lack maintenance and maintenance work from tampering, as was the case with the ancient Site of Khan al-Shelan, which complains of neglect and accumulation of waste and debris. However, after the ministry laid a plan for its re-development, exploitation and the establishment of the Archaeological Museum

there, it became one of the most important archaeological museums in Iraq. Tourists expressed their happiness and satisfaction at learning about the province's heritage because of the possibility of Khan al-Shelan at present receiving official delegations (Najafchamber Chamber of Commerce). It is necessary to develop the plans studied in order to maintain and protect the archaeological sites that spread on the old road pilgrimage (The Trail of Zubaydah) and rehabilitate them to receive delegations, which will certainly return economic returns to the province and also its impact on the environmental aspect by reviving desert roads and planting green belts of trees that are suitable for the desert environment and act as bumpers of wind and preserve the environment from pollution. This will also revive tourism in Najaf province. The province needs to attract another type of tourist, as the province attracts a religious tourist who only offers to make a visit. Because zubaydah road contains many monuments, this type of tourism must be revitalized. This is where the role of the state comes to take care of tourism marketing by presenting a strategic plan to stimulate tourism, which is a permanent resource through the rehabilitation of tourist facilities and infrastructure and providing facilities to tourism companies that work to attract tourists and reactivate tourism antiquities. Discussions are under way to rehabilitate and protect these continental sites through cooperation between the Najaf Provincial Council, the General Authority for Antiquities and Heritage in Najaf province, the Directorate of General Municipalities and the Directorate of Roads and Bridges in the province to maintain, till and develop the old pilgrimage (DerbZubaydah) and register this project on the UNESCO World Heritage Preliminary List. There are many reasons why these wells and ponds are located in this way in addition to the religious factor there are military and commercial factors as they are considered as stations for the passage of convoys after their religious and commercial function was active in the historical stages. Where there are historical traces and evidences on zubaydah road requires us to take care of these relics after maintaining them and searching for their remaining traces, which tells us the history of the road, which is one of the regional roads connecting Najaf province to Saudi Arabia, which in turn helps to develop the city of the Shabaka and turn it from city to district because of its occurrence on this regional road as it is a border area through the direction of the government towards maintaining and tiling this road and restoring this road Repairing wells, ponds and stations scattered along it as well as an important human factor in generating tourist traffic in the desert of the province and here the role of this road is reflected on the social side.

Foundations and planning standards: There are several planning bases and criteria for choosing the tourist area (Aribi, Ziauddin, 2019: 305):

1. Study of land cover such as dust, vegetation and various uses of land in the study area
2. Choose the most appropriate geological formations for the establishment of tourist facilities on them.
3. Study the decline of the earth's surface and the identification of planning development areas such as hotel sites, restaurants and rest stations.
4. Classification of the surface of the land to determine agricultural and tourist land from areas suitable for the establishment of tourist facilities
5. Determining the appropriate distance of tourist facilities from dangerous flood streams prone to floods
6. Study the Shabaka of main and sub-roads in the study area to link them to tourist areas.

Chapter three: Archaeological tourist attractions on the old road of pilgrimage (Zubeida Trail)

First/ Location: There are many components that affect tourism, including geographical location. The location of the display circles determines the type of climate and therefore the type of plants and wild and non-wild animals as well as the length of the day and the shortness of this spatial property has an impact on the type and nature of the tourist movement and its seasonality. The research is trying to show the impact of this factor on tourism activity in the Royal Path (DerbZubaydah), which starts from Muzaffar Square southwest of Najaf province and ends at the Iraqi-Saudi border and is 256 km long (Directorate of Roads and Bridges, Road Anchor). The length

of the road from Najaf to the city of shabaka is 172 km (Saidi, Mohammed, 2011: 242). As for the total length from Najaf to Mecca, it is 1400 km (Saidi, Mohammed, 2011: 13) and is one of the most important regional roads in the province as it connects najaf city to Saudi Arabia through the border city of shabaka.

Table (1) Identify the main and sub-historical stations of the Zubaydah Trail with geographical coordinates

No	The name of station	Classification	Coordinate X	Coordinate Y
1	Al Rahba District/ qedes qasr	Main	3.520.434	436.232
2	Al latheeb al-hangsnstbrktzubaydah	Sub	31360393	44.153666
3	Om al qron	Sub	3132137	44134497
4	Well, al-nass or al pur	Sub	31263128	44094155
5	Om ghitha	Main	3.470.482	412.756
6	Brkthamad	Sub	31145167	4050312
7	Brkt al hmam – or saad	Sub	31080748	44032987
8	Brkt	Sub	31015387	43591368
9	Brkt al Talha		30555753	43543194
10	Brkt al amea	Sub	30512914	43474571
11	Brktubomesik	Sub	30442304	43443612
12	Al shbacka	Main	30481234	43401064

Source: field visit of the researcher – 10/2/2022

II/ Archaeological sites on Zubaydah Road - The site of the fractional salts in the Shabaka: the Shabaka includes one archaeological site dating back to the Sassanid Firth era and this site is located at the intersection of a longitude (441955) east with a viewing circle (314339) to the north. Within the village of Al-Rahb in piece (1) of the province (1/ Shabaka) the area of the site (12 dunums) and the location is higher than sea level (40 m) and the level of the adjacent plain (3 m) and the shape of the site is closer to the square. There are the remains of brick and stone construction, which are architectural features of the site. The strategic line route is the closest function point of the site. The site's soil is used (Space Quarries) by bypassing it by drilling (Al-Abboudi, Haidar, 2013: 91)

Third: Floods - natural depressions where excess floods gather on the sides or branches of the valleys. The floods are characterized by a green mix of limestone and grow shrubs and thick grass consisting of good pastures, some of which are small while others will remain large and for several square kilometers. Many of them penetrate the valleys and others will be the end of those valleys where water gathers in rainy seasons. There are many floods on the old road pilgrimage (Zubaydah Road) where some of them have been assigned with their coordinates table (2).

Table (2) coordinates of floods on Zubaydah Trail

No.	The flood	X	Y
1	Um al gharaneej	3.457.528	413.918
2	Ah shafalahiya	3.419.362	385.588
3	Al salim flood	3.388.930	370.310
4	Um sadira flood	3.382.350	363.041

Source: Relying on the Directorate of Roads and Bridges in Najaf province to draw the path of Zubaydah Road.

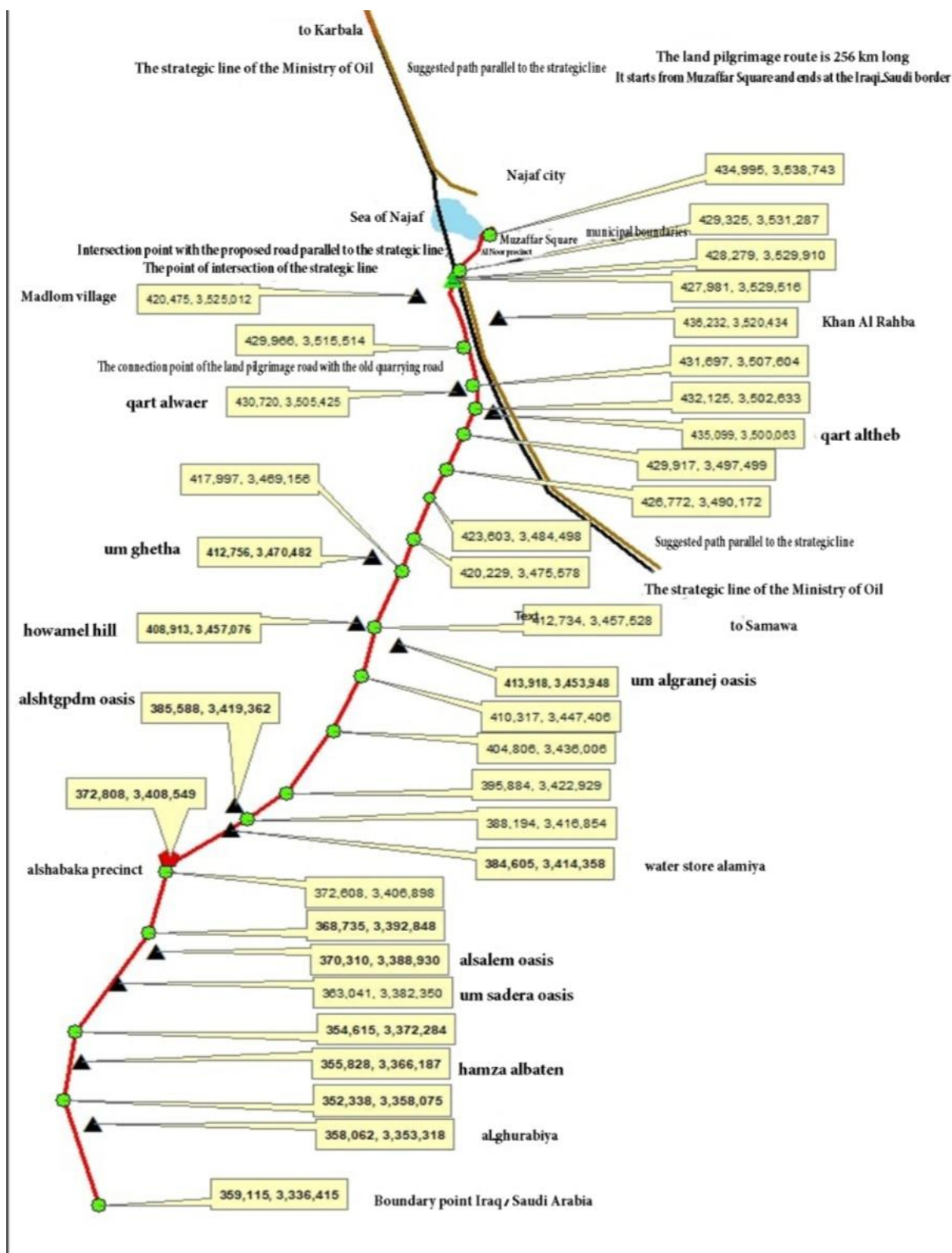
Fourth/ Nature Reserves: These are fenced reserves established by the Directorate of Agriculture in Najaf province in the desert area about (50 km) from the center of Najaf district in the district of Shakba piece no. (1) province No. (1) as it was established as a result of the provision of standards for the establishment of nature reserves in certain places of the province, which are projects aimed at providing vegetation cover and developing the cultivation of wild plants as well as making them tourist areas and resettling wild migratory birds And localization of rare animals such as deer and ostriches. It is a model of the natural environment in The Najaf Desert, which amounts to 11 million dunams, as well as a model for those who want to invest and protect land from desertification and soil from drift (Najaf Agriculture Directorate, 2013). To preserve the species, some of the animals and birds that were endemic to these areas have been recovered. However, these reserves lack some well-known standards to be provided on nature reserves because they are in their infancy. Fishing tourism has also expanded in the past two decades and has grown rapidly across the world's deserts. The United Nations considered 2002 to be the International Year of Tourism and Environment, as its committee on the continued development of ecotourism activities called for the government to be directed globally and regionally to intensify the programs of the environmental tourism development process. In order to see the natural environment and wildlife in the desert region and as a result of international neglect, the global desire to practice so-called environmental tourism has emerged as the so-called national reserves aimed at preserving wild animal species from extinction and making these reserves an important factor in attracting tourists from all over the world (Abu Dhabi Tourism), 2009:34) A set of criteria is applied when selecting protected areas to assess their usefulness by using the criteria for selecting protected areas in addition to conducting a periodic review of these standards to update them and to ensure their sustainability and applicability and to ensure that the protection and management requirements are met together. When starting the nature reserves project, qualified human resources in the field of management and development must be available in nature reserves, as well as the necessary financial resources (Bezado, Ibrahim/ 2010: 468) and in order for the area to be included in the nature reserve areas, some conditions should be met in this area: (<http://www.feedo.net/environment>)

1. Unique geological features should be available in or near this area
2. The existence of a distinct ecosystem of the availability of rare plant or animal varieties
3. When the area is of environmental tourism importance because of its charming views
4. When there is a distinct type in the region, whether in its value, scarcity or exposure to extinction
5. When the natural area needs protection from erosion and environmental degradation factors
6. When this area has an unusual type of organism of all kinds

By seeing the criteria for selecting the sites of nature reserves, it is possible to establish these reserves in Najaf province on the west and southwest side of the province as it includes a large desert within which the old land pilgrimage route (The Trail of Zubaydah) is located in addition to providing the most important criteria through which these areas can be counted as a nature reserve, namely, A. The presence of water eyes in addition to a number of sites of historical value on the western side of the province such as The Lighthouse of the Horns, Khan Al-Rahma and Zubaydah Palace B. The region is rich in biologic components, including biodiversity, whether animals or plants. T. The presence of a number of rare endemic species represented by the numbers of organisms described as rare or individual and endemic in these areas W. The need for the region to protect against the elements of environmental degradation, such as gravel and sand quarries, which are spreading significantly in the area illegally, and the area is also exposed to irregular grazing, as well as the cutting of perennial trees by the local population as a result of the lack of a culture of seriousness. The specific regions are characterized by a socio-cultural richness linked to nature.

The direction of Zubaydah trail

Source: based on the directorate of roads and bridges in Najaf province



Fifth/ Medical tourism: Desert areas in Iraq in general and desert areas in Najaf province are particularly characterized by its richness in hot and cold mineral springs, which have used their benefits since ancient times in the treatment of some skin diseases and joint pains and prepared by swimming in their basins, where a number of springs are spread in the desert area of the province, which is considered the oldest in Rahba one of the stations located at the beginning of the old Abbri pilgrimage route (Zubeida Trail) where most of these are distributed Al-Ayoun west of Najaf province and in a pattern that corresponds to extensions and trends that match the legions of Hit - Abu Al-Jir and Euphrates, as the link is close between the plankton and the eyes where the plankton work outlets for leakage and flow of groundwater of different origins and for the quality of these eyes sulfur in general and use its water for agricultural purposes and emit a sulfury smell (Ali, Twitter, and Hamida, 2013: 757) Climate and its elements: One of the most influential tourism data on tourism is the climate of Abladi, which is one of the natural components that have an impact on the emergence and development of desert tourism, where it is important in that it determines the possibility of investing tourism activities, whether based on natural sources or from the human being, as natural or artificial sources can be invested to engage in a certain tourism activity when the right conditions such as archaeological sites, geomorphological forms, eyes, mineral springs, wild animals and plants can be invested. The climate is of great importance in determining the length of the tourist season and developing desert tourism as there are no ideal climatic elements for different types of tourism activities. The development of tourism depends on natural resources, including the climate with its various elements, which is an indispensable and effective tourism wealth in the attraction process (B, Albegg, & Others, 1988: 6). The strongest elements of the climate affecting tourism thermal limits rise or decrease and the number of hours of sunshine, wind, humidity ratio and precipitation that directly affect the extent to which the tourist tolerates it and does not depend on their movement and sports in the tourist season (Khawaja, See: 13) this research was based on a number of climate variables and their rates for 31 years table (3)

Table (3) The most important climatic characteristics of Najaf province and al skabaka for duration (1990-2021)

Months	Actual brightness (d/h)	Average of temperature	Wind speed (m/sec)	Humidity (%)	Rain (mm)
January	6.2	11.18	1.1	66.8	15.7
February	7.1	14.03	1.5	57.6	11.7
March	7.9	18.7	1.8	47.1	8.6
April	8.2	24.8	1.8	40.9	13.4
May	9.3	31.3	1.9	31.1	3.2
June	11.0	35.7	2.4	24.3	0.0
July	11.2	38.09	2.4	22.4	0.0
August	10.8	37.5	1.9	23.5	0.0
September	9.9	33.03	1.4	28.8	0.0
October	8.0	28.4	1.2	39.8	5.9
November	7.0	18.04	1.0	56.1	18.4
December	5.9	12.8	1.0	65	12.1
Average	8.5	25.3	1.6	42	7.4

Source: based on the Ministry of Transportation, General commission of forecasting, Climate Department, Unpublished Data, 2021

To assess the climate of the study area for tourism purposes, the data of najaf climate station were relied upon to give an overview of the nature of the climate in the region intended for the study. The Thom equation has been used as a heat guide - humidity humidity - temperature index to be applied to the study area of the province. This equation is based on the elements of heat and relative humidity for the purpose of clarifying its importance on climatic comfort and accordingly the comfort limits of individuals fall between the two limits of 15-20 when

using the percentage degrees and outside these two limits begins to feel discomfort and symbolized by the symbol (DI) where this standard is classified into three main categories to give comfort levels: p:perfect, C:cold, H:hot each with three secondary table levels () and according to the following formula: (Mukhtar, Mohammed, 2017: 245) $(T-14.5) (1-h) T-0.55 = THI(DI)$ $THI = \text{Heat and humidity guide} = \text{Dry thermometer temperature } h = \text{relative humidity } 0.55 = \text{Constants } (14.5^{\circ}\text{C}) = (58^{\circ}\text{F}) \text{ human body temperature.}$

Table (4) application result of humidity-temperature guide for the duration (1990-2021) in the study area (al shabaka)

Season	Month	TD	RH	THI	Code
Spring	March	18.7	47.1	17.48	P+
	April	24.8	40.9	21.45	H
	May	31.3	31.1	24.93	H+
Summer	June	35.7	24.3	26.87	H-
	July	38.09	22.4	28.2	H-
	August	37.5	23.5	27.82	H-
Autumn	September	33.03	28.8	25.77	H-
	October	28.4	39.8	23.80	H+
	November	18.04	56.1	17.19	P+
Winter	December	12.8	65	13.13	C+
	January	11.18	66.8	11.79	C-
	February	14.03	57.6	14.14	C

Source: based on table (3)

The aim of applying this equation is to assess the tourist climate to show the comfort of the tourist as the attraction is the climate and is related to the factor of place and time, since the study area is a desert road this standard was determined based on two main factors: temperature and humidity. Using table data (3) that shows relative temperatures and humidity.

Table (5) Results of the heat guide - humidity and the equivalent feeling in humans

Code	Limits	Aspect
P	(15-16)	Perfect first class.
P+	(16.1-18)	Perfect second class
P-	(18.1-20)	Perfect third class
C	(14-14.9)	Cold
C+	(12-13.9)	Colder
C-	(less than 11.9)	Coldest
H	(20.1-23)	Hot
H+	(23.1-25)	Hotter
H-	(more than 25)	Hottest

Source: Al-Rawi, Adil Said, Al-Samarrai, QusaiAbdulmajeed, applied climate, Baghdad, 1990, 162

Environmental threats

1. The expansion of gravel and sand quarries: The period between 2003 and 2003 witnessed a marked expansion of quarries, especially those not authorized in the beginning of Najaf, and these quarries are usually confused by the two peoples (valleys) which are rich in biological diversity as these quarries were seen to be extended to a distance of 53 km from the borders of the province after it was less than 10 meters in 2003. In addition to noticing the work of the dredging mechanisms at night, this proves illegal.

2. Irregular grazing: Irregular random grazing and accompanying pieces of perennial trees have been observed by the local population and these cases need a law regulating grazing and prohibiting the cutting of vegetation trees like in neighboring countries.

3. Overfishing: Najaf's most honorable school is being hunted, especially by foreign delegations and some fishermen, which is due to the fact that these fishermen do not belong to associations that respect the laws of fishing and the environment (Al-Ramahi, Haidar, former source, 11).

Chapter four / Arab Experiments to Invest the Desert for Tourism Purposes of the investment of natural resources in the development projects of any country begins in the easy regions where the possibilities are most available and added in the service of development, which gives impetus to the development of the consular side of that country. Desert regions with climate conditions and special nature need special planning programs within the comprehensive development programs of countries because of their economic, political, social and military importance. Due to this importance, investment can achieve a range of objectives (Mohammed Hassan Hamed, 2009, 93)

1. The development of the Saharan region based on the natural resources available there strengthens the national economy

2. This region is the future natural extension of the borders of major cities and must be developed in the appropriate way

3. Achieving an environmental balance between the atmosphere of densely populated cities suffering from pollution and the unpolluted desert atmosphere

4. The existence of large areas in a country without centers of human stability represents a strategic imbalance.

Desert tourism in Saudi Arabia: The desert forms a large part of the area of Saudi Arabia and is characterized by a gradual variation in its topography, which includes valleys, plateaus, reefs and mountains, where this desert nature impressed the people of the Arabian Peninsula as well as the Western travelers who composed books on their travels and about the Arab countries and recorded the most beautiful stories about the Arab countries, as these writings became a source of historical, social and geographical information for the researchers of the island's people. Arabic. The question arises: does this nature represent a tourist source, entertainment and tourist attraction, or is the nature of the desert country, which is very contradictory between the population and the fungal elements, and between the European nature with permanent rains, has made it something to explore and identify in its nature (Dawood, Abdul Razzaq, 2005:32). Saudi Arabia is known for its desert nature, which has been a tourist attraction since ancient times through roaming and fishing trips, and has also impressed Arabs and its children despite the presence of nearby picnic and entertainment places where all tourist requirements are met. But they love the desert and roaming it, especially the inhabitants of badia to get acquainted with its specificity as well as a large number of amateurs and explorers. One of the most important aspects of desert tourism in the Kingdom is the geological event of forming a large gap in a volcanic area and the presence of hot sand as we note that foreign residents take advantage of vacation times and make desert tours. Therefore, it takes an organized tourist destination for programs and tourist trips in the Empty Quarter, especially in the spring shelters and coordination with the experienced authorities in this field in addition to field studies so that they can grow the components of desert tourism in a balanced way in terms of tourism and economic. (Hassan, 2005: 32). The social aspect of the population of badia in the Kingdom is represented by their customs, traditions and original heritage, which is of interest to the sons of the West, who described it as the magic of the East. One of those interested in desert trips has been referred to by a tour of a number of desert areas to the most important landmarks in the Kingdom. It was found to have the ingredients of desert tourism in addition to the relics, caves and strange rock formations that have not yet been exploited by tourism despite the cooperation of the inhabitants of badia in this field. A magnet for desert tourism is the presence of ancient routes for travellers and pilgrims in this desert, which are of interest to travellers. If he suggests to the High Authority for Tourism more attention to this aspect through

research and study and open the way for investors inside and harj kingdom to benefit from desert tourism as it opens the room for the sons of badia and desert and villagers to work in this field even if it is seasonal will be the right to venture and get down and enjoy the nature of the desert next to it as this place needs a better tourist service through the establishment of hotels or mobile chalets nearby (Badzou, 2010: 38).

2. Desert tourism in Libya: The most important thing that distinguishes the Libyan Jamahiriya is the blessing of the Creator Ezz and The Many Gel, which is the gloating of a mountain or the expansion of the horizon of a desert or the spaciousness of a coastal plain or under the shadow of ruins still evidenced by the story of the glory of the past. The Great Industrial River Project, the largest water development project in the world, can be referred to. The water of the underground reservoirs transported by its large and standard facility in the Sahara Desert to coastal cities is used for various uses and activities such as humanity, agriculture and industrial, which is thus the greatest achievements of human civilization in Libya (Yasiri, Wahab, 2004). Desert tourism is available in most countries of the world, not called Arab countries, where desert tourism has seen a popularity among a large number of tourists in recent times and these countries have been interested in the promotion and organization of trips, including Egypt and Libya, which has many desert areas where the proportion of desert lands reaches 95% of its territory where tourists are interested in the promotion of birds and animals in the desert as tourists can live this life, which combines simplicity and The power of desert nature by providing tents and equipment for Bedouin life by specialized tourism companies in the desert coast area overlooking the Red Sea (Dabis, Mohammed, 2010: 33). One of the most important areas where this type of tourism has emerged is the Wadi Rum region of Jordan, which is about 40 km from Aqaba. (Wadi Rum, 2000: 14). One of the ingredients for the success of desert tourism in Iraq is the location of the desert plateau in western Iraq and occupies about 59.5% of Iraq's total area, which includes desert plants perennial throughout the year and Bedouin life in addition to the spread of valleys, eye water and wells, which helped it to be rest stations and transit areas. Its waters are also rich in minerals that can be used for medical tourism purposes such as Ain Tamr, Kabisa and Hit. (Al-Baghdadi, Mohammed, 1991: 56).

Conclusions

1. The construction and development of roads is the basis for the development and sustainability of cities and the old road of pilgrimage (DerbZubaydah) needs to complete its tiling, as the interest in roads and paving the road connecting Najaf city - Al-Shabja and between Al-Shabja - The Iraqi-Saudi border and between Al-Shabja - Nora Al-Salman and Al-Shabja - Al-Ma'ana, near the Iraqi-Saudi border as a step to establish a network of transport routes in the desert and encourage citizens to invest agriculturally and Other economic investments.
2. Lack of many services needed by travelers who take this road despite the presence of some elements represented by ponds and wells that help to establish a rest station and build restaurants and others, but these stations, ponds and wells scattered along the road need maintenance
3. Since the old road pilgrimage road is a regional road extending from Najaf province and there is only one air station in the province, the data of the climatic province, on which the climate is considered suitable for the establishment of an ideal tourism activity in terms of heat and humidity values in the months of March and November, followed by the months of April and February.

Recommendations

It should be noted that the study area contains multiple sites and stations along the road represented by archaeological hills, monasteries and palaces that were neglected and vandalized, especially after 2003, since the area is characterized by its containing natural ingredients, which are one of the development and development foundations of the qualifications of desert tourism, antiquities, entertainment and medical tourism ... Etc. A strategy must be developed to help develop these stations and maintain their sustainability through: 1. Completion of the construction of the old road pilgrimage route (Zubaida Trail) in addition to the construction of two separate roads, one one going and the other with a suitable expansion to facilitate traffic2. Enacting laws and legislation

protecting stations along the historic Zubaydah Trail from deliberate vandalism as the archaeological areas of this road suffer from neglect and maintenance from natural damage factors.³ Coordination between the Ministry of Tourism and the protection of the Antiquities Inspectorate and local municipalities in Najaf and the area of the Shabaka to manage and develop these stations scattered along the way⁴. Support the tourism sector by strengthening the role of the private sector in highlighting existing stations and building hotels and tourist restaurants to encourage tourism and accommodation through the development and development of the provinces that contain these sites⁵. Attention to other infrastructure services through the delivery of fresh water and the provision of good sanitation services and the importance of using renewable energy such as sun and wind energy by building plants to provide electricity from sunlight and wind as energy saving is a means of success of any economic project, the expansion of green platforms and the cultivation of trees and plants that do not need continuous irrigation, especially in desert areas that help to ease the neighborhood and provide shade as It's a great aesthetic for the tourist area.⁶ Develop a program to provide trips to visit these sites and these trips need a tour guide to provide tourists with important information and illustrations about the sites they visit⁷. Establishing nature reserves and preserving the existing reserve by following the best methods in the management of nature reserves⁸. Charging entrance fees to antiquities and protected places in order to create employment opportunities and more incomes⁹. Setting up air-to-air terminals in Shabaka City ¹⁰. Care and attention to archaeological sites along the ancient road of the land pilgrimage (Zubaydah Road), which is currently in line with the Najaf-Al-Shabja road because of its importance in the history of Islamic Iraq.

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