TOURISM, GENDER, AND SAFETY: EMPIRICAL EVIDENCE FROM BRAZILIAN WOMEN TRAVELLERS' EXPERIENCE

Maria Açucena Villasanti Prieto* & Álvaro Freitas Faustino-Dias**

Abstract

This study investigates the mechanisms through which informational, psychosocial, and contextual conditions relate to women's evaluations of tourism destinations and their subsequent behavioural responses. Drawing on tourism and gender literature, the study proposes that destination perceptions emerge from interactions among information quality, perceived support, safety conditions, and emotional responses, particularly in contexts marked by gendered risk. The study used a quantitative approach, analyzing survey data from women travellers (N = 948) using Partial Least Squares Structural Equation Modelling (PLS-SEM). The results indicate that information quality primarily influences cognitive evaluations, psychosocial support enhances perceived safety without directly driving revisit intention, and anxiety shows positive associations with behavioural outcomes, suggesting a non-linear, context-dependent role. These findings challenge conventional assumptions about risk and avoidance, advance theoretical understanding of women's tourism behaviour, and offer practical implications for gender-sensitive destination management and communication strategies.

Keywords: Destination image; Gender and tourism; Tourist behaviour; Tourism information; Tourism safety.

TURISMO, GÊNERO E SEGURANÇA: EVIDÊNCIA EMPÍRICA A PARTIR DA EXPERIÊNCIA DE MULHERES VIAJANTES BRASILEIRAS

Resumo

O objetivo deste estudo é investigar os mecanismos pelos quais condições informacionais, psicossociais e contextuais estão associadas às avaliações de destinos turísticos por mulheres e às suas respostas comportamentais subsequentes. Com base na literatura de turismo e gênero, o estudo propõe que as percepções sobre os destinos emergem da interação entre a qualidade da informação, o suporte percebido, as condições de segurança e as respostas emocionais, especialmente em contextos marcados por riscos de gênero. Adotou-se uma abordagem quantitativa, utilizando dados de uma pesquisa com mulheres viajantes (N = 948), os quais foram analisados por meio da Modelagem de Equações Estruturais por Mínimos Quadrados Parciais (PLS-SEM). Os resultados indicam que a qualidade da informação influencia predominantemente as avaliações cognitivas, o suporte psicossocial fortalece a segurança percebida sem necessariamente promover a intenção de revisita, e a ansiedade apresenta associações positivas com os desfechos comportamentais, sugerindo um papel não linear e dependente do contexto. Esses achados desafiam pressupostos convencionais sobre risco e evitação, contribuindo para o avanço teórico do comportamento turístico feminino e oferecendo implicações práticas para a gestão de destinos e para estratégias de comunicação sensíveis à questão de gênero.

Palavras-chave: Imagem do destino; Gênero e turismo; Comportamento do turista; Informação turística; Segurança turística.

TURISMO, GÉNERO Y SEGURIDAD: EVIDENCIA EMPÍRICA A PARTIR DE LAS EXPERIENCIAS DE MUJERES VIAJERAS BRASILEÑAS

Resumen

El objetivo de este estudio es investigar los mecanismos mediante los cuales las condiciones informativas, psicosociales y contextuales se asocian con las evaluaciones de los destinos turísticos realizadas por las mujeres y con sus respuestas conductuales posteriores. Con base en la literatura sobre turismo y género, el estudio propone que las percepciones sobre los destinos emergen de la interacción entre la calidad de la información, el apoyo percibido, las condiciones de seguridad y las respuestas emocionales, especialmente en contextos marcados por riesgos de género. Se adoptó un enfoque cuantitativo, utilizando datos de una encuesta a mujeres viajeras (N = 948), los cuales fueron analizados mediante el Modelado de Ecuaciones Estructurales por Mínimos Cuadrados Parciales (PLS-SEM). Los resultados indican que la calidad de la información influye principalmente en las evaluaciones cognitivas, que el apoyo psicosocial fortalece la seguridad percibida sin necesariamente promover la intención de revisita, y que la ansiedad presenta asociaciones positivas con los resultados conductuales, lo que sugiere un papel no lineal y dependiente del contexto. Estos hallazgos cuestionan los supuestos convencionales sobre el riesgo y la evitación, contribuyendo al avance teórico del comportamiento turístico femenino y ofreciendo implicaciones prácticas para la gestión de destinos y para estrategias de comunicación sensibles al género.

Palabras clave: Imagen de destino; Turismo y género; Comportamiento del turista; Información turística; Seguridad turística.

HOW TO CITE: Villasanti Prieto, M. A., & Freitas Faustino-Dias, Álvaro. (2026). Tourism, Gender, and Safety: Empirical Evidence from Brazilian Women Travellers' Experience. *Anais Brasileiros de Estudos Turísticos / ABET*, v. 16, n. 1 (Regular Issue), 1 – 16, Jan./ Dez. Retrieved from: https://periodicos.ufjf.br/index.php/abet/article/view/51357
DOI: https://doi.org/10.5281/zenodo.22036537

Licenciada por Creative Commons 4.0 / Internacional CC BY 4.0

* Undergraduate student in Business Administration at the State University of Mato Grosso do Sul, Ponta Porã campus. Member of the Research Group on Tourism, Social Innovation, and Marketing in Border Regions (GETISF). CV Lattes: http://lattes.cnpq.br/5814756625715552 Orcid ID: https://orcid.org/0009-0009-2628-843X [mavillasanti99@gmail.com]

** Postdoctoral researcher in Border Studies (Political Strategies, Human Mobility, and Territorial Development) at the Federal University of Mato Grosso do Sul (UFMS, 2025). PhD in Business Administration (Agribusiness and its social and environmental aspects) from UFMS (2024). Master's degree in Business Administration (Competitiveness in agribusiness) from UFMS (2019). Postgraduate specialist in Public Management and Marketing at Faculdade Venda Nova do Imigrante (FAVENI, 2022). Bachelor's degree in Business Administration from Centro Universitário Toledo (UniToledo, 2016). Adjunct Professor at the State University of Mato Grosso do Sul (UEMS), teaching in the undergraduate Business Administration program, and Associate Professor at the "Luiz de Queiroz" College of Agriculture, University of São Paulo (USP-ESALQ), teaching in MBA programs in Compliance and ESG, Sales Management, and Marketing. Leader of the Research Group on Tourism, Social Innovation, and Marketing in Border Regions (GETISF), member of the Research Group on Cultures and Tourism (GEPECTUR), and member of the Center for Studies in Management, Innovation, and Sustainability. CV Lattes: http://lattes.cnpq.br/5814756625715552 Orcid ID: https://orcid.org/0000-0002-7477-8769 [alvaro.dias@uems.br]

1 INTRODUCTION

The incorporation of a gender perspective into tourism research has intensified in recent years, reflecting a growing recognition that women experience tourism spaces, services, and mobilities in fundamentally distinct ways. However, despite this expansion, much of the literature still treats gender primarily as an individual attribute rather than as a relational, socially constructed dimension that shapes access to space, mobility, and risk exposure.

A substantial body of literature demonstrates that female travelers are disproportionately exposed to specific risks, constraints, and vulnerabilities that shape their travel decisions, on-site experiences, and post-trip evaluations (Karagöz et al., 2020; Hosseini et al., 2022; Shukor & Kattiyapornpong, 2024; Zhang et al., 2024; Armiñana-Maristany et al., 2025; Kolkesen & Özdemir, 2025; Maiurro & Brandão, 2025; Morshed & Hernández-Lara, 2025; Porter et al., 2025).

Although these studies consolidate the relevance of gender in tourism behaviour, they tend to privilege explanatory models centred on individual perception and offer limited engagement with the broader socio-spatial processes through which risk is produced, distributed, and negotiated.

Within this broader agenda, research on solo female travel has gained prominence. Karagöz et al. (2020) demonstrate that women travelling alone are frequently exposed to sexual harassment, discrimination, and social stigmatization, which intensify travel anxiety and negatively affect travel intentions. Importantly, their results highlight the moderating role of online psychosocial support, suggesting that digital environments may alleviate perceived vulnerabilities.

Complementarily, Morshed and Hernández-Lara (2025) show that women tend to prioritize safety-related attributes, such as comfort, surveillance, and nighttime visibility, when evaluating tourism experiences. Kolkesen and Özdemir (2025) further systematize these concerns by categorizing perceived risks into sexual, physical, cultural, financial, and psychological dimensions, alongside personal, structural, and interpersonal constraints that limit women's mobility.

While analytically robust, these contributions predominantly rely on functional definitions of constructs such as safety and anxiety, leaving aside ongoing theoretical debates on the social construction of risk, the regulation of women's presence in public space, and the intersectional configuration of vulnerability. In this sense, the field's limitation is not limited to empirical scarcity but reflects a more fundamental difficulty in articulating informational, psychosocial, and structural dimensions within an integrated theoretical framework.

There is a notable lack of quantitative studies in the Brazilian context that integrate online information quality, digital psychosocial support, perceived safety, and travel anxiety within a single analytical framework and examine their combined effects on destination image and behavioural outcomes (Mario et al., 2021; Bastos, 2022; Murrio & Brandão, 2025).

Furthermore, the existing research addresses these constructs in isolation or focuses on international contexts (Karagöz et al., 2020; Hosseini et al., 2022; Armiñana-Maristany et al., 2025; Morshed & Hernández-Lara, 2025; Porter et al., 2025), thereby overlooking sociocultural and institutional specificities that shape women's travel experiences in Brazil.

Given this fragmentation, a central research problem emerges: how do informational, psychosocial, and structural factors jointly shape women's perceptions of tourism destinations and their subsequent behavioural intentions in contexts marked by gendered safety concerns? Addressing this question requires moving beyond strictly linear interpretations, acknowledging that perceptions of safety and anxiety may simultaneously constrain and enable different forms of engagement with tourism experiences.

Accordingly, this study investigates the mechanisms through which informational, psychosocial, and contextual conditions relate to women's evaluations of tourism destinations and their subsequent behavioural responses. Specifically, the study examines how digital environments and perceived contextual conditions shape travel-related emotional responses, contribute to destination-related perceptions, and affect women's intentions and communicative behaviours associated with tourism experiences. Given the cross-sectional and self-reported nature of the data, these relationships are interpreted as associative rather than strictly causal.

Theoretically, the study seeks to advance the understanding of women's tourism behaviour by examining how informational and psychosocial cues interact with structural safety conditions. By doing so, it contributes to a more integrated perspective that connects consumer behaviour approaches with broader discussions on gender, space, and mobility, thereby offering a more reflexive account of risk and behaviour in tourism contexts.

From a practical perspective, it provides evidence-based guidance for public and private stakeholders committed to fostering safer and more inclusive tourism environments for women. Additionally, by considering the possibility of non-linear and ambivalent relationships, the study opens new avenues for rethinking how safety, anxiety, and information dynamics shape tourism decision-making.

2 THEORETICAL REVIEW

2.1 Women's solo travel in tourism research

Women who travel alone are often portrayed in the literature as active subjects who use travel to negotiate autonomy, identity, and personal freedom within socially structured contexts (Shukor & Kattiyapornpong, 2024; Zhang et al., 2024; Wang et al., 2025). Existing studies converge on the understanding that solo travel allows women greater control over itineraries, rhythms, and interactions, enabling experiences that are less mediated by family roles or companion expectations (Karagöz et al., 2020; Mario et al., 2021; Bastos, 2022; Hosseini et al., 2022; Shujor & Kattiyapornpong, 2024; Kolkesen & Özdemir, 2025; Maiurro & Brandão, 2025; Wang et al., 2025).

This form of travel is therefore understood as a socially situated practice through which women engage with space in ways that differ from accompanied travel, reshaping how mobility, independence, and selfhood are experienced

(Wang et al., 2025), a perspective that aligns with tourism studies that frame tourism as a socio-cultural practice embedded in symbolic and territorial relations (Polat et al., 2021).

Gendered social norms strongly shape women's solo travel by regulating women's presence in public and unfamiliar spaces (Otegui-Charles et al., 2022; Matotek & Borcic, 2025; Wang et al., 2025). The literature shows that women continuously interpret destinations, interactions, and everyday situations through lenses informed by social expectations regarding appropriate behaviour, appearance, and movement (Otegui-Charles et al., 2022; Ghadban et al., 2023; Shukor & Kattiypornpong, 2024; Zhang et al., 2024; Zhou et al., 2024).

These norms shape how women plan trips, choose destinations, and organize daily activities, often leading to deliberate, reflexive travel practices. As such, solo travel for women is rarely spontaneous; instead, it tends to be carefully organized and strategically managed (Karagöz et al., 2020; Armiñana-Maristany et al., 2025; Cabral et al., 2025), reflecting broader structural and institutional conditions that shape tourism practices and territorial dynamics (Skabeeva et al., 2022).

Building on this perspective, recent scholarship has increasingly emphasized that issues of safety and perceived risk are central structuring elements of women's solo travel experiences. Rather than being peripheral concerns, safety considerations permeate all stages of the travel process, from destination choice to on-site behaviour and post-experience evaluation.

Empirical evidence suggests that women tend to prioritize destinations with lower crime rates, stronger institutional trust, and visible safety infrastructures, such as efficient public transportation, adequate lighting, and accessible support services (Yang et al., 2017; Borker, 2018; Bauer, 2021). In this regard, tourism must also be understood within broader socio-political and territorial power relations, as safety is unevenly distributed across spaces and social groups (Bhatia et al., 2022).

In this sense, safety is not only an objective condition but also a socially constructed perception shaped by previous experiences, media representations, and shared narratives among travellers. Digital platforms, travel blogs, and review systems play a crucial role in disseminating information about safe and unsafe spaces, contributing to the formation of what can be described as "gendered geographies of safety" within tourism (Wilson & Little, 2008; Kabil et al., 2024; Shukor & Kattiyapornpong, 2024).

Such constructions are also embedded in broader processes of knowledge production and circulation, which may reinforce or challenge dominant representations of territories, particularly those historically marginalized (Campodónico, 2023).

Furthermore, the literature indicates that women adopt a range of self-regulatory strategies to mitigate potential risks while travelling alone. These strategies include avoiding certain areas or times, adjusting dress and behaviour to align with local norms, maintaining constant communication with trusted contacts, and relying on digital tools for navigation and safety monitoring (Yang et al., 2017; Bauer, 2021).

Importantly, these adaptive behaviours reveal a paradox within women's solo travel. While travel is often framed as a space of freedom and empowerment, it simultaneously requires ongoing vigilance and self-monitoring. This duality highlights how structural inequalities and gendered power relations remain present even in contexts associated with leisure and autonomy.

As Bourdieu (2010) argues, symbolic domination operates subtly through internalized norms, shaping perceptions of what is considered safe, appropriate, or permissible for women in public spaces, including tourist destinations.

From a tourism perspective, these dynamics have significant implications for destination management and competitiveness. Fuchs and Reichel (2006), Gavurova et al. (2023), and Lv et al. (2026) identify perceived safety as a key determinant of destination image, tourist satisfaction, and intention to revisit, particularly among female travellers. Destinations perceived as unsafe tend to be excluded from consideration, regardless of their cultural, natural, or economic attractiveness, reinforcing the idea that safety is a fundamental dimension of tourism experience quality.

Finally, the persistence of violence against women in public and private spaces further contextualizes these perceptions. In countries such as Brazil, structural issues related to urban violence, harassment, and gender-based aggression contribute to shaping both domestic and international travel flows. Data from the Fórum Brasileiro de Segurança Pública (FBSP, 2025) indicate that violence against women remains at high levels, which can influence the international image of destinations and the confidence of female tourists.

2.2 Hypothesis development and proposed model

The literature on tourism and gender has increasingly drawn on explanatory models grounded in psychosocial, informational, and perceptual constructs to understand the decision-making processes and behavioral responses of women travelers (Karagöz et al., 2020; Otegui-Carles et al., 2022; Pourhashem et al., 2022; Tanrisever et al., 2023; Teng et al., 2023; Dewi et al., 2024; Zhang et al., 2024; Kolkesen & Özdemir, 2025; Maiurro & Brandão, 2025; Morshed & Hernández-Lara, 2025).

While these models have helped systematize key variables, they often rely on linear, individual-centred assumptions and integrate structural and relational dimensions that underpin women's tourism experiences only to a limited extent.

This perspective acknowledges that women's tourism experiences are shaped by cognitive and emotional evaluations that precede, accompany, and follow travel, particularly in contexts characterized by uncertainty, social vulnerability, and perceived risk.

However, such evaluations should not be interpreted solely as internal processes, but rather as situated responses to socially produced conditions of mobility and safety. In this regard, the constructs used in this study (Figure 1) operationalize abstract behavioural dimensions, enabling integrated and empirically testable analyses of destination

image formation, visit intention, and recommendation behaviours.

Particularly in the case of women who travel alone or independently, the decision-making process tends to be more reflective and cautious, incorporating elements related to the availability and quality of information (Ghadban et al., 2023; Zhou et al., 2024; Dresler, 2025), perceived support (Ghadban et al., 2023; Teng et al., 2023; Zhang et al., 2024; Dresler, 2025; Maiurro & Brandão, 2025), safety conditions (Karagöz et al., 2020; Bastos, 2022; Hosseini et al., 2022; Kolkesen & Özdemir, 2025; Maiurro & Brandão, 2025; Porter et al., 2025), and emotional responses associated with travel (Hosseini et al., 2022; Shujor & Kattiyapornpong, 2024; Zhang et al., 2024; Porter et al., 2025).

Importantly, these dimensions may interact in complex and sometimes non-linear ways, reflecting both constraint and adaptive engagement with perceived risk. Based on this theoretical framework, the hypotheses underpinning the proposed model are formulated.

Figure 1. Constructs used in the research model.



Source: own elaboration.

Online information constitutes a critical element in tourism decision-making, particularly when travellers face uncertainty and perceived risk (Ghadban et al., 2023; Zhou et al., 2024; Dresler, 2025). In information systems and tourism literature, information perceived as clear, reliable, complete, timely, and relevant reduces ambiguity associated with intangible tourism experiences and supports more confident destination evaluations (Marmo & Baggio, 2017; Wang et al., 2023). From a risk perspective, high-quality information can also enable individuals to anticipate and manage potential threats, reinforcing perceptions of control.

This role is especially salient for women travellers, whose planning processes tend to emphasize safety-related details, infrastructural conditions, and peer-generated content as strategies to mitigate vulnerability (Ghadban et al., 2023; Zhou et al., 2024; Dresler, 2025). Prior empirical evidence suggests that high-quality online information fosters more favourable cognitive assessments of destinations and stimulates positive behavioural responses (Marmo & Baggio, 2017; Wang et al., 2023). At the same time, such information may also heighten awareness of potential risks, suggesting that its effects are not purely unidirectional. Following this line of reasoning, it is hypothesized that:

H_1 – H_3: online information quality positively influences destination image (H_1), revisit intention (H_2), and WOM/eWOM (H_3).

Beyond informational aspects, perceptions of psychosocial support associated with destinations play an important role in shaping women's travel experiences (Ghadban et al., 2023; Teng et al., 2023; Zhang et al., 2024; Dresler, 2025; Maiurro & Brandão, 2025). As per social support theory, perceived emotional, informational, and social resources contribute to anxiety reduction and confidence building in contexts involving uncertainty and potential threat (Karagöz et al., 2020; Liu et al., 2023; Zhang et al., 2024; Wang & Sim, 2025). In digitally mediated environments, such support is often co-produced through peer interactions, reflecting Collective coping mechanisms rather than purely individual resources.

In tourism settings, collaborative digital environments and peer-based networks enable the circulation of experiences, safety alerts, and collective care practices, reinforcing feelings of protection and reassurance among women travellers. Recent tourism studies suggest that such perceptions enhance favourable destination evaluations and encourage engagement intentions (Karagöz et al., 2020). However, they may also heighten vigilance, indicating a dual role in both reducing and activating risk awareness. Based on this theoretical grounding, it is hypothesized that:

H_4 – H_6: perceived psychosocial support of the destination positively influences perceived safety (H_4), destination image (H_5), and revisit intention (H_6).

Perceived safety is a fundamental evaluative dimension in tourism behaviour, referring to travellers' subjective assessments of exposure to physical, social, and emotional risks. As per gender-sensitive tourism research, women's safety perceptions are particularly shaped by contextual factors such as public infrastructure, transportation systems, social norms, and the prevalence of harassment in public spaces (Karagöz et al., 2020; Bastos, 2022; Hosseini et al., 2022; Kolkesen & Özdemir, 2025; Maiurro & Brandão, 2025; Porter et al., 2025). These perceptions are not merely individual judgments, but are embedded in broader socio-cultural narratives about safety, gender, and belonging.

Prior evidence consistently shows that perceived safety decisively shapes destination evaluations and future travel behaviours, with strong implications for communicative responses in digital environments (Karagöz et al., 2020; Kolkesen & Özdemir, 2025; Maiurro & Brandão, 2025). Nevertheless, recent findings suggest that safety may operate as a baseline or "hygiene factor", whose absence generates negative reactions, but whose presence does not necessarily translate into stronger positive engagement.

This interpretation is consistent with two-factor theory (Herzberg, 1966), as well as with evidence from tourism risk research indicating that safety primarily functions as a threshold condition influencing destination avoidance rather than positive preference formation (Fuchs & Reichel, 2011). As per this body of literature, it is hypothesized that:

H_7 – H_9: perceived safety positively influences destination image (H_7), revisit intention (H_8), and WOM/eWOM (H_9).

Emotional responses further condition tourism decision-making, with travel-related anxiety representing a salient inhibiting factor. In consumer behaviour and tourism psychology literature, anxiety emerges from uncertainty, fear, and perceived threat during travel planning and consumption, functioning as a psychological barrier to engagement (Reisinger & Mavondo, 2005; Gupta et al., 2010; Karagöz et al., 2020; Wantono & McKercher, 2020). Although traditionally conceptualized as a purely inhibiting factor, emerging evidence suggests that anxiety may also trigger adaptive and compensatory behaviours, such as increased information seeking and strategic planning.

In women's tourism experiences, anxiety is frequently associated with concerns related to violence, discrimination, and insufficient support mechanisms (Karagöz et al., 2020; Wantono & McKercher, 2020). Empirical findings show that heightened anxiety undermines destination evaluations, weakens behavioural intentions, and generates more cautious or negative communicative behaviours. In this sense, it is hypothesized that:

H_{10} – H_{12}: travel-related anxiety negatively influences destination image (H_{10}), revisit intention (H_{11}), and WOM/eWOM (H_{12}).

Destination image occupies a central position in tourism behaviour models, encompassing both cognitive beliefs and affective evaluations related to a place (Alcocer & López-Ruiz, 2020; Ding & Wu, 2022; Jebbouri et al., 2022; Li et al., 2023; Wang et al., 2024; Kizi et al., 2025). According to the tourism literature, a favourable destination image reduces perceived risk and enhances attractiveness, thereby strengthening future-oriented behavioural intentions (Ding & Wu, 2022; Jebbouri et al., 2022). In gender-sensitive contexts, destination image is also shaped by symbolic representations of inclusivity, safety, and social acceptance, extending beyond purely functional attributes. Considering this argument, it is hypothesized that:

H_{13}: destination image positively influences revisit intention.

Finally, behavioural intentions are closely linked to communicative outcomes in tourism. According to word-of-mouth literature, favourable intentions toward a destination increase the likelihood of sharing positive experiences and recommendations with others, both offline and online (Jalilvand & Samiei, 2012; Armiñana-Maristany et al., 2025). Among women travellers, WOM and eWOM often incorporate elements of mutual care and protective guidance, amplifying their social impact. Such communicative practices can be interpreted as part of broader networks of solidarity and risk-sharing among women travellers. Therefore, it is hypothesized that:

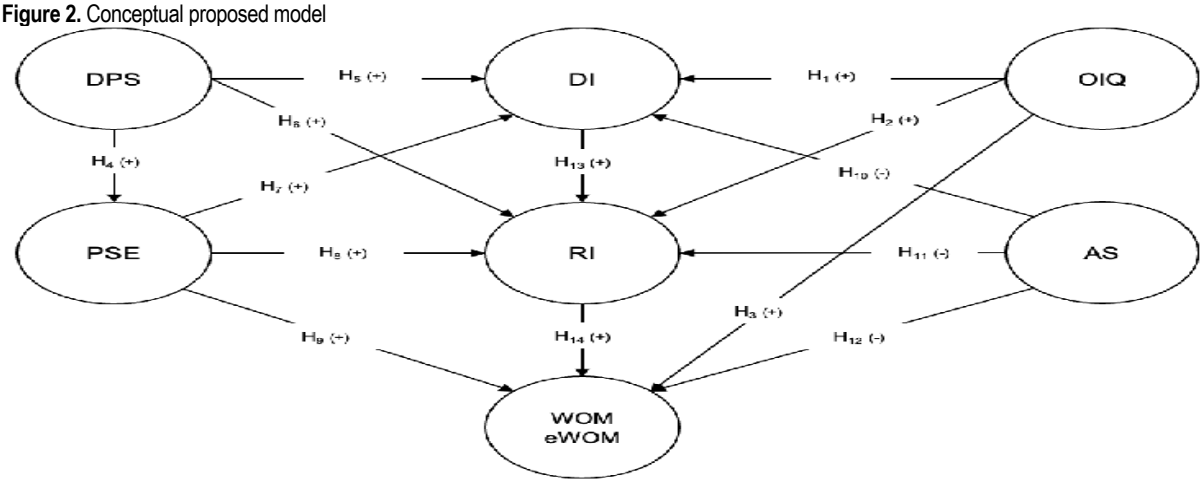
H_{14}: revisit intention positively influences WOM/eWOM.

Drawing on the theoretical reasoning and empirical insights developed throughout the previous discussion, Figure 2 depicts the conceptual model advanced in this research.

3 METHODOLOGY

This study adopted a quantitative research design to empirically test the relationships proposed in the conceptual model. Quantitative approaches are particularly appropriate when the aim is to examine causal associations among latent variables and to assess the predictive capacity of theoretical models through statistical techniques (Creswell & Creswell, 2021).

Figure 2. Conceptual proposed model



Source: own elaboration.
Note: AS = Anxiety sensation; DI = Destination image; DPS = Destination Psychosocial support; OIQ = Online information quality; PSE = Perceived safety experience; RI = Revisit intention; WOM/eWOM = word of mouth / electronic word of mouth.

Data were collected through an online survey administered via Google Forms between April and November 2025. An online questionnaire was deemed suitable because it could reach a geographically diverse population, reduce data collection costs, and support respondent anonymity (Díaz-Pérez et al., 2025). Participation was restricted to Brazilian women aged 18 years or older, in accordance with ethical research standards and legal requirements for informed consent.

To align the sample with the research objectives, the authors established eligibility criteria. Respondents were required to confirm that they had travelled for tourism purposes within the previous 12 months, a condition verified through a filter question positioned at the beginning of the questionnaire.

Individuals who did not meet this criterion were automatically excluded from the survey. Before accessing the questionnaire items, all participants received a Free and Informed Consent Form (FICF) detailing the study's objectives, procedures, voluntary nature of participation, confidentiality assurances, and the right to withdraw at any time without penalty. Only respondents who explicitly agreed to the FICF were allowed to proceed.

The questionnaire was structured into three main sections. The first section presented the FICF. The second section captured sociodemographic characteristics (including age, education level, and region of residence) and the filter question related to recent travel experience (previous 12 months).

The final section included the measurement scales, comprising 30 items operationalizing the constructs in the research model. All scale items were measured using a five-point Likert-type scale, ranging from 1 ("strongly disagree") to 5 ("strongly agree"), consistent with prior tourism and consumer behaviour research, as shown in Table 1.

Table 1. Constructs, items and sources

Construts (Sources)	Items
Online information quality Ghadban et al. (2023) Zhou et al. (2024) Dresler (2025)	OIQ1: The information about the destination available online is clear and easy to understand.
	OIQ2: The online contente about the destination is reliable and up to date.
	OIQ3: The digital information available is comprehensive enough to plan my trip.
	OIQ4: Content shared by other travelers helps reduce uncertainty about the destination.
Destination psychosocial support Karagöz et al. (2020) Liu et al. (2023) Zhang et al. (2024)	DPS1: I feel that, when visiting this destination, I would have support networks available in case of need.
	DPS2: The destination conveys a sense of hospitality and support networks available in case of need.
	DPS3: Exchangin information with other female tourists increases my confidence in visiting this destination.
	DPS4: There are spaces that provide me with emotional security during trip planning and travel.
Perceived safety experience Karagöz et al. (2020) Kolkesen & Özdemir (2025) Maiurro & Brandão (2025)	PSE1: I consider this destination to be safe for women.
	PSE2: Transportation services at the destination convey a sense of safety.
	PSE3: The presence of policing or monitoring makes me feel protected.
	PSE4: The infrastructure (lighting, signage, public spaces) supports travelers' safety.
	PSE5: I feel that the risk of harassment or violence at this destination is low.
WOM / eWOM Jalilvand & Samiei (2012) Armiñana-Maristany et al. (2025)	eWOM1: I would speak positively about this destination to other people.
	eWOM2: I would recommend this destination on social media and online communities.
	eWOM3: I would share my travel experience about this destination on blogs, forums, or apps.
	eWOM4: I would recommend this destination as a safe option for women travelers.
Destination image Ding & Wu (2022) Jebbouri et al. (2022)	DI1: This destination conveys a positive image.
	DI2: The atmosphere and overall environment of the destination are appealing.
	DI3: The destination evokes pleasant feelings in me.
	DI4: The destination is suitable for women travelers.
	DI5: Overall, this destination leaves a favorable impression on me.
Revisit intention Ajzen (1991) Karagöz et al. (2020)	RI1: I intend to revisit this destination within the next 12 months.
	RI2: It is likely that I will choose this destination for my next trip.
	RI3: I consider this destination to be my first travel option.
	RI4: I am willing to invest resource, such as time and money, to visit this destination.
Anxiety sensation Karagöz et al. (2020) Wantono & McKercher (2020)	AS1: Thinking about travelingto this destination makes me feel appehensive.
	AS2: I would feel anxious during a trip to this destination.
	AS3: I am afrais of facing unexpected or unsafe situations at this destination.
	AS4: My concern about safety affects my interest in visiting this destination.

Source: own elaboration.

The wording of the items was adapted to the study context to ensure clarity and content validity, while preserving conceptual consistency with the underlying theoretical definitions.

Regarding sample adequacy, the minimum required sample size was assessed following the guidelines proposed by Hair et al. (2021) for Partial Least Squares Structural Equation Modelling (PLS-SEM), which recommend a sample size ranging from 10 to 15 times the maximum number of structural paths directed at any endogenous construct in the model (300 - 450 participants).

A total of 1.327 questionnaires were initially collected. After data screening procedures, including removing incomplete responses, straight-lining patterns, and cases that failed the filter criteria, 948 valid observations remained and were retained for analysis. This final sample size exceeds the recommended thresholds for PLS-SEM, ensuring sufficient statistical power and stability of parameter estimates.

Data analysis used PLS-SEM because it suits predictive-oriented research, handles complex models with multiple latent variables, and remains robust with non-normal data distributions (Hair et al., 2021; Hair et al., 2024). The analysis followed a two-step procedure, assessing the measurement model and the structural model.

The measurement model evaluation followed established guidelines for PLS-SEM (Hair et al., 2021; Hair et al., 2024). Indicator reliability was assessed through factor loadings, adopting a minimum threshold of 0,70. Internal consistency reliability was examined using Cronbach's alpha, rho_A, and composite reliability (rho_C), with all coefficients expected to meet or exceed the recommended cutoff value of 0,70.

Convergent validity was assessed using the Average Variance Extracted (AVE), with values above 0,50 considered acceptable, in accordance with Hair et al. (2021) and Hair et al. (2024). Discriminant validity was evaluated using both the Fornell–Larcker criterion and the Heterotrait–Monotrait ratio (HTMT), which provide complementary assessments of construct distinctiveness within the measurement model.

HTMT is a ratio-based criterion used to assess discriminant validity, with acceptable values typically below 0,90. In contrast, the Fornell-Larcker criterion evaluates discriminant validity by checking whether the square root of each construct's AVE exceeds its correlations with other constructs (Hair et al., 2021; Hair et al., 2024).

The structural model assessment examined path coefficients and their statistical significance, obtained through bootstrapping (5,000 resamples). The model's explanatory power was evaluated using the coefficient of determination (R^2) for endogenous constructs. We also calculated effect size (f^2) to assess the relative impact of each exogenous construct on the endogenous variables. Variance Inflation Factor (VIF < 3) values were analyzed to diagnose potential multicollinearity issues.

Finally, the model's overall performance was assessed using the Goodness-of-Fit (GOF) indicator, which provides a global evaluation of the model's explanatory and predictive adequacy. According to Wetzels et al. (2009), the GOF is calculated as the geometric mean of the AVE and the average coefficient of determination, with benchmark values of 0,10, 0,25, and 0,36 indicating small, médium, and large overall model fit, respectively.

4 RESULTS ANALYSIS

4.1 Sample profile and PLS-SEM analysis

Data collection initially yielded 1.327 respondents. After data screening and cleaning, we excluded 379 cases due to inconsistencies, including incomplete responses and failure to meet the eligibility criteria of being Brazilian women aged 18 years or older with leisure travel experience in the previous 12 months. As a result, the final analytical sample comprised 948 participants, and Table 2 presents the sample profile.

Table 2. Sample profile

Category	Frequence (%)
Education level	
Completed Primary Education	61 (6%)
Incomplete Secundary Education	70 (7%)
Completed Secundary Education	458 (48%)
Incomplete Higher Education	145 (15%)
Completed Higher Education	214 (23%)
Age group	
18-24 years	376 (40%)
25-34 years	391 (41%)
35-44 years	181 (19%)
Region	
Central-West	779 (82%)
Northeast	97 (10%)
North	27 (3%)
Southeast	26 (3%)
South	19 (2%)

Source: own elaboration.
Note: n = 948.

As shown in Table 2, the sample is predominantly composed of young women with secondary to higher education levels, with a strong regional concentration in Brazil's Central-West. Nevertheless, to a lesser extent, the sample includes women from all Brazilian regions, underscoring the study's broad geographic reach.

Subsequently, the data were analyzed using PLS-SEM, a variance-based approach suitable for predictive research and for models involving multiple latent constructs (Hair et al., 2021). The analysis began by evaluating the measurement model to establish construct reliability and validity before testing the structural relationships. Accordingly, Table 3

presents the measurement model assessment results, including indicator loadings, Cronbach's alpha, composite reliability, and average variance extracted (AVE).

During this procedure, we removed all indicator loadings below 0.70, in accordance with the guidelines proposed by Hair et al. (2021), to enhance the reliability and convergent validity of the measurement model. Consequently, the items RI4, OIQ4, PSE3, PSE4, AS1, DPS2, and eWOM3 were excluded from the analysis. Although this procedure improved the statistical robustness of the model, it also narrowed the conceptual scope of certain constructs. Specifically, excluding OIQ4 reduced the representation of peer-generated information, while removing PSE3 and PSE4 limited the structural dimension of perceived safety related to policing and infrastructure.

Similarly, DPS2 and AS1 excluded affective and anticipatory components of psychosocial support and anxiety, respectively, and RI4 and eWOM3 reduced the behavioural intensity captured in revisit intention and communicative engagement.

As a result, the retained constructs primarily reflect more perceptual and general evaluative dimensions, which should be considered when interpreting the structural relationships. This trade-off is consistent with the model optimization logic discussed by Wold (1985), in which improvements in internal model fit may occur at the expense of theoretical richness and construct completeness.

Internal consistency reliability was assessed using Cronbach's alpha, rho_A, and composite reliability, with threshold values of 0,70 or higher. Convergent validity was evaluated using AVE, adopting the recommended minimum value of 0.50 (Hair et al., 2021).

As shown in Table 3, the factor loadings are predominantly high, indicating that the indicators satisfactorily represent their respective constructs, in line with Hair et al. (2021). Most items have loadings above 0,80, while the remaining indicators also exceed the minimum threshold of 0,70 suggested by Hair et al. (2021), as observed for DI4 (0,779), DI5 (0,725), and AS4 (0,778).

Table 3. Evaluation of the load measurement model, Cronbach's Alpha, Composite Reliability and AVE

Construct	Factorial loadings	Cronbach's alpha	Rho_A	Rho_C	AVE
Destination image		0,882	0,886	0,914	0,683
DI1	0,861				
DI2	0,880				
DI3	0,875				
DI4	0,779				
DI5	0,725				
Revisit intention		0,823	0,829	0,894	0,738
RI1	0,833				
RI2	0,874				
RI3	0,870				
Online information quality		0,870	0,877	0,920	0,794
OIQ1	0,856				
OIQ2	0,899				
OIQ3	0,916				
Perceived safety experience		0,909	0,910	0,943	0,846
PSE1	0,923				
PSE2	0,940				
PSE5	0,896				
Anxiety sensation		0,715	0,716	0,840	0,637
AS2	0,801				
AS3	0,814				
AS4	0,778				
Destination psychosocial support		0,817	0,818	0,891	0,733
DPS1	0,880				
DPS3	0,839				
DPS4	0,849				
WOM / eWOM		0,872	0,874	0,921	0,796
eWOM1	0,874				
eWOM2	0,919				
eWOM4	0,884				

Source: own elaboration.

The reliability assessment reveals consistent and robust results across all constructs. Cronbach's alpha values indicate adequate internal consistency, with all constructs meeting or exceeding the recommended cutoff of 0,70, as proposed by Hair et al. (2021). Similarly, the rho_A and composite reliability (rho_c) coefficients confirm these findings, showing values above the minimum acceptable level of 0,70 and evidencing a high degree of consistency among the indicators associated with each construct, in accordance with Hair et al. (2021).

Regarding convergent validity, all constructs have AVE values above the recommended threshold of 0,50, indicating that each construct captures a substantial portion of the indicators' variance. This result demonstrates satisfactory convergent validity within the measurement model and aligns with the guidelines established by Hair et al. (2021).

The second stage of the PLS-SEM analysis focused on assessing the discriminant validity of the measurement model. In this step, we examined both the Heterotrait–

Monotrait ratio (HTMT) of correlations and the Fornell–Larcker criterion, as reported in Table 4.

According to the guidelines proposed by Hair et al. (2021) and reinforced by Hair et al. (2024), the HTMT ratio is considered an appropriate and robust criterion for evaluating discriminant validity, with values below 0,90 indicating adequate discriminant validity between constructs. In parallel, the Fornell–Larcker criterion requires that the square root of the average variance extracted of each construct be greater than its highest correlation with any other construct in the model.

The discriminant validity assessment results (Table 4) indicate satisfactory performance for both criteria examined (HTMT and Fornell-Larcker). The HTMT values are consistently below the recommended upper thresholds, with all inter-construct ratios remaining below 0,90 and, in most cases, below 0,85, indicating adequate distinction among the constructs. The highest HTMT value observed is 0,878 between destination image and destination psychosocial support, which remains within acceptable limits (Hair et al., 2021; Hair et al., 2024).

The Fornell–Larcker criterion further corroborates these findings, as the square roots of the AVE, presented on the diagonal of the matrix, are higher than the corresponding inter-construct correlations in all cases. This pattern is consistently observed across all constructs, indicating that each construct shares more variance with its own indicators than with other constructs in the model, in line with the evaluation guidelines established by Hair et al. (2021) and Hair et al. (2024).

After evaluating the measurement model, the structural model was assessed to examine the hypothesized relationships among the constructs. According to Hair et al. (2021), this stage of PLS-SEM analysis focuses on estimating path coefficients and testing the proposed hypotheses, enabling assessment of the direction, magnitude, and statistical significance of the relationships specified in the model. In this context, Table 5 and Figure 3 present the structural model path estimates, summarizing the results of the hypothesis-testing procedures.

Table 4. Discriminant validity

Heterotrait-Monotrait Ratio (HTMT)							
Construct	DI	RI	OIQ	PSE	AS	DPS	eWOM
DI							
RI	0,560						
OIQ	0,862	0,588					
PSE	0,803	0,522	0,759				
AS	0,773	0,726	0,755	0,628			
DPS	0,878	0,428	0,768	0,816	0,607		
eWOM	0,437	0,829	0,507	0,379	0,621	0,341	
Fornell-Larcker Criterion							
Construct	DI	RI	OIQ	PSE	AS	DPS	eWOM
DI	0,826						
RI	0,479	0,859					
OIQ	0,758	0,503	0,891				
PSE	0,720	0,453	0,675	0,920			
AS	0,614	0,556	0,599	0,506	0,798		
DPS	0,745	0,351	0,644	0,703	0,465	0,856	
eWOM	0,386	0,708	0,446	0,338	0,491	0,288	0,892

Source: own elaboration.

Note: AS = Anxiety sensation; DI = Destination image; DPS = Destination Psychosocial support; OIQ = Online information quality; PSE = Perceived safety experience; RI = Revisit intention; WOM/eWOM = word of mouth / electronic word of mouth.

As shown in Table 5, the standardized path coefficients (β), effect sizes (f^2), and significance levels (p-values) reveal differentiated magnitudes and levels of statistical support across the estimated relationships.

For online information quality, the effect on destination image (H1) is positive and statistically significant (β = 0,312, f^2 = 0,150, p < 0,001), indicating a medium effect size; therefore, H1 is supported. Its effects on revisit intention (H2) (β = 0,185, f^2 = 0,020, p < 0,001) and WOM or eWOM (H3) (β = 0,122, f^2 = 0,014, p < 0,001) are also significant, although with small effect sizes, leading to support for H2 and H3.

Perceived psychosocial support shows a strong and statistically significant effect on perceived safety experience (H4) (β = 0,703, f^2 = 0,908, p < 0,001), representing a large effect size; thus, H4 is supported. Its effect on destination image (H5) is likewise significant and of medium magnitude (β = 0,330, f^2 = 0,180, p < 0,001), indicating that H5 is supported. In contrast, the relationship between perceived psychosocial support and revisit intention (H6) is not statistically supported (β = −0,113, f^2 = 0,008, p > 0,05), indicating a negligible effect; therefore, H6 is not supported.

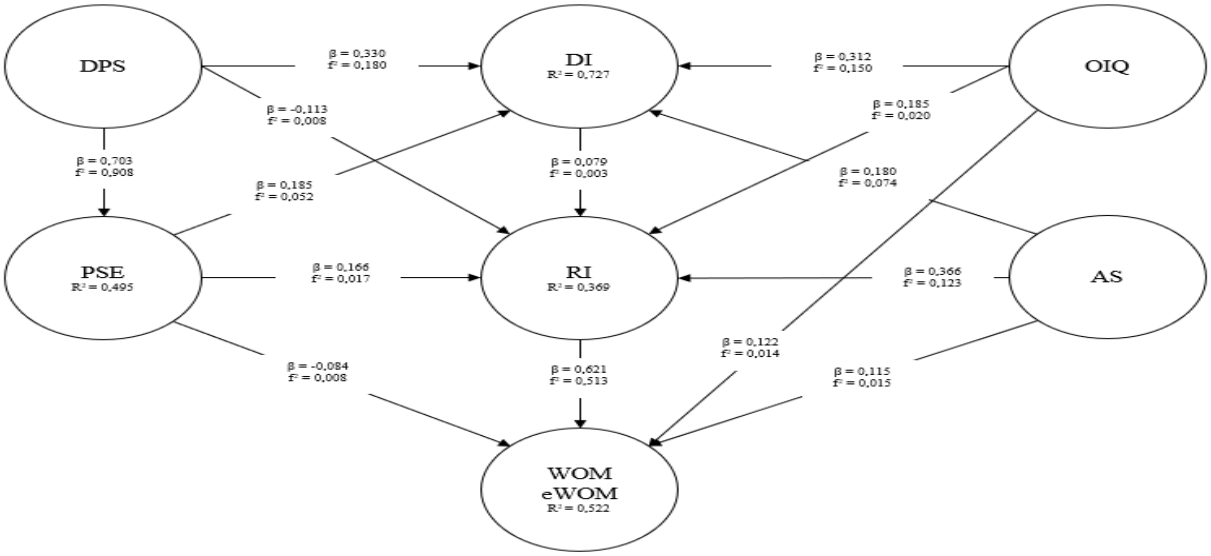
Perceived safety experience exhibits significant positive effects on destination image (H7) (β = 0,185, f^2 = 0,052, p < 0,001) and revisit intention (H8) (β = 0,166, f^2 = 0,017, p < 0,001), both with small effect sizes, indicating that H7 and H8 are supported. Its effect on WOM or eWOM (H9) is statistically significant but negative (β = −0,084, f^2 = 0,008, p < 0,01) and runs opposite to the hypothesized direction; accordingly, H9 is not supported due to this opposite directionality.

Table 5. Path estimates of the structural model (hypothesis tests)

Hypotheses	β	f²	s (1)	VIF (2)	Decision
H_1: Online information quality -> Destination image	0,312	0,150	0,049	2,380	Supported*
H_2: Online information quality -> Revisit intention	0,185	0,020	0,056	2,737	Supported*
H_3: Online information quality -> WOM / eWOM	0,122	0,014	0,033	2,249	Supported*
H_4: Perceived psychosocial support -> Perceived safety experience	0,703	0,908	0,043	1,000	Supported*
H_5: Perceived psychosocial support -> Destination image	0,330	0,180	0,048	2,214	Supported*
H_6: Perceived psychosocial support -> Revisit intention	-0,113	0,008	0,049	2,612	Not supported
H_7: Perceived safety experience -> Destination image	0,185	0,052	0,047	2,417	Supported*
H_8: Perceived safety experience -> Revisit intention	0,166	0,017	0,049	2,542	Supported*
H_9: Perceived safety experience -> WOM / eWOM	-0,084	0,008	0,031	1,926	Not Supported**(3)
H_{10}: Anxiety sensation -> Destination image	0,180	0,074	0,032	1,611	Not Supported*(3)
H_{11}: Anxiety sensation -> Revisit intention	0,366	0,123	0,040	1,730	Not Supported*(3)
H_{12}: Anxiety sensation -> WOM / eWOM	0,115	0,015	0,034	1,829	Not Supported*(3)
$H1_3$: Destination image -> Revisit intention	0,079	0,003	0,058	3,657	Not supported
H_{14}: Revisit intention -> WOM / eWOM	0,621	0,513	0,029	1,573	Supported*

Notes: (1) = Standard deviation; (2) = Variance Inflation Factor; (3) Opposite direction than hypothesized; *significant a < 0.001, ** < 0.01.
Source: own elaboration.

Figure 3. Structural model estimated



Source: own elaboration.
Note: AS = Anxiety sensation; DI = Destination image; DPS = Destination Psychosocial support; OIQ = Online information quality; PSE = Perceived safety experience; RI = Revisit intention; WOM/eWOM = word of mouth / electronic word of mouth.

Anxiety sensation presents significant effects on destination image (H_{10}) (β = 0,180, f² = 0,074, p < 0,001), revisit intention (H_{11}) (β = 0,366, f² = 0,123, p < 0,001), and WOM or eWOM (H_{12}) (β = 0.115, f² = 0,015, p < 0,001), with effect sizes ranging from small to moderate. However, all estimated effects are positive and therefore run opposite to the hypothesized direction; consequently, H_{10}, H_{11}, and H_{12} are not supported due to this opposite directionality.

Destination image does not show a statistically significant effect on revisit intention (H_{13}) (β = 0,079, f² = 0,003, p > 0,05), indicating a negligible contribution; thus, H_{13} is not supported. Finally, revisit intention demonstrates a strong and statistically significant effect on WOM or eWOM (H_{14}) (β = 0,621, f² = 0,513, p < 0,001), corresponding to a large effect size, indicating that H_{14} is supported.

In the final stage, the overall model quality was assessed using the goodness of fit (GoF) index (Table 6), as commonly applied in PLS-SEM analyses (Wetzels et al., 2009; Henseler & Sarstedt; Hair et al., 2021; Schuberth et al., 2023). The GoF was calculated as the geometric mean of the AVE of the endogenous constructs and the average coefficient of determination (R^2), providing a parsimonious assessment of the joint performance of the measurement and structural models (Wetzels et al., 2009). According to Wetzels et al. (2009), GoF values of 0,10, 0,25, and 0,36 indicate small, medium, and large global fit, respectively.

As reported in Table 6, the average AVE across the constructs is 0,747, indicating a high level of explained variance at the measurement level. The average R^2 value of 0,528 reflects a substantial proportion of variance explained in the endogenous constructs of the structural model.

Following the procedure proposed by Wetzels et al. (2009), the goodness-of-fit index was calculated as the square root of the product of the average AVE and the average R^2, resulting in a GoF value of 0,628. According to the reference thresholds suggested by Wetzels et al. (2009), this value exceeds the criterion for a large global fit, indicating strong overall model performance when considering both the quality of the measurement model and the explanatory power of the structural model.

Table 6. Goodness-of-Fit

Constructs	AVE	R^2
Anxiety sensation	0,637	
Destination Image	0,683	0,727
Destination psychosocial support	0,733	
Online information quality	0,794	
Perceived safety experience	0,846	0,495
Revisit intention	0,738	0,369
Word of mouth / Electronic word of mouth	0,796	0,522
Average scores	0,747	0,528
AVE * R^2	0,394	
GOF = $\sqrt{AVE * R^2}$	**0,628**	

Source: own elaboration.

4.2 Discussion of the Data

This study examined how informational, psychosocial, and structural dimensions jointly shape women's perceptions of tourism destinations and their subsequent behavioural intentions in contexts marked by gendered safety concerns. While the structural model demonstrates satisfactory explanatory power, interpreting the results requires caution, as several key relationships deviate from theoretical expectations, suggesting that model adequacy does not necessarily equate to full explanatory validity.

In line with concerns raised in recent methodological debates, this section therefore moves beyond a descriptive account of coefficients to critically examine potential alternative explanations, including specification issues, construct operationalization, and the limits of causal inference in cross-sectional survey designs.

The results related to informational factors align with a substantial body of tourism research emphasizing the central role of information environments in reducing uncertainty and supporting destination evaluation. Prior studies consistently show that high-quality online information positively influences destination image, trust, and behavioural intentions (Jalilvand & Samiei, 2012; Ding & Wu, 2022; Wang et al., 2023).

These findings reinforce this perspective by showing statistically significant effects on destination image, revisit intention, and WOM/eWOM. Notably, these effects differ in magnitude, with stronger impacts on destination image than on behavioural expressions.

This pattern suggests that information quality operates primarily at a cognitive-evaluative level, shaping how destinations are mentally represented, while its influence on subsequent behaviours is more attenuated. However, it is also possible that part of this attenuation reflects measurement constraints, particularly the exclusion of peer-generated content indicators, which may have reduced the construct's sensitivity to socially embedded informational dynamics.

This nuance refines prior research that often assumes a more linear translation from information to behaviour, instead indicating a layered process consistent with calls for more granular analyses of information effects in tourism decision-making (Wang et al., 2024; Kizi et al., 2025).

Psychosocial support emerges as a key determinant of perceived safety experience, corroborating earlier findings that emphasize the buffering role of social and emotional resources in contexts of risk and vulnerability (Karagöz et al., 2020; Liu et al., 2023). The strong effect observed in this study underscores the relevance of psychosocial cues in shaping how women internally process safety-related concerns when considering tourism destinations.

However, the absence of a significant direct effect on revisit intention diverges from some prior expectations in the literature, which often suggests that social support facilitates positive behavioural outcomes (Reisinger & Mavondo, 2005; Gupta et al., 2010; Karagöz et al., 2020). This divergence suggests that feeling socially supported may be necessary but not sufficient for behavioural commitment, indicating a decoupling between affective reassurance and decision enactment. Alternatively, this non-significant relationship may reflect indirect or mediated effects not captured in the current specification, indicating the need for future research to test more complex pathways (e.g., via safety or anxiety).

Structural perceptions of safety show a more complex pattern. Their positive associations with destination image and revisit intention are consistent with studies highlighting the importance of tangible safety attributes (e.g., infrastructure, transport, and public security) in shaping destination evaluations (Ding & Wu, 2022; Cabral et al., 2025). These results confirm that structural safety remains a core component of women's destination assessment processes.

However, the negative and statistically significant relationship with WOM/eWOM, running opposite to the hypothesized direction, represents a meaningful departure from dominant assumptions in tourism research. While eWOM is often treated as an outcome of positive evaluations (Jalilvand & Samiei, 2012; Armiñana-Maristany et al., 2025), the present findings suggest that higher perceptions of safety may not translate into communicative advocacy.

Theoretically, this result may be interpreted through the lens of asymmetry effects, in which safety serves as a baseline condition that prevents negative reactions but does not actively generate positive engagement. Methodologically, however, alternative explanations must also be considered, including potential suppression effects or construct narrowing from excluding structural safety indicators (e.g., policing and infrastructure), which may have shifted the construct toward more general perceptions. Thus, the study contributes a critical refinement by indicating that safety, although essential, may not be inherently promotable in WOM dynamics.

Anxiety-related findings represent one of the most theoretically provocative contributions of this study. Contrary to a substantial stream of research positioning anxiety as a deterrent to travel and positive destination evaluations

(Reisinger & Mavondo, 2005; Wantono & McKercher, 2020), anxiety in this model exhibits positive and statistically significant effects on destination image, revisit intention, and WOM/eWOM. This inversion challenges linear interpretations of anxiety as uniformly inhibiting behaviour.

Similar tensions have been hinted at in recent qualitative and conceptual work suggesting that anxiety may coexist with heightened awareness, preparation, and engagement, particularly among solo female travellers navigating perceived risks (Dresler, 2025; Wang et al., 2025).

Nevertheless, this finding also raises important questions regarding construct validity and model specification. As operationalized, the anxiety construct may capture not only affective distress but also vigilance, cognitive engagement, or anticipatory control, which may positively relate to behavioural outcomes. Additionally, potential common method bias, endogeneity, or collinearity among predictors cannot be entirely ruled out, given the cross-sectional and self-reported nature of the data. Therefore, rather than interpreting this effect as purely behavioural activation, it should be understood as indicative of a more complex and potentially multidimensional construct that warrants further refinement.

The lack of a statistically significant effect of destination image on revisit intention further distinguishes this study from a dominant assumption in destination marketing literature, where image is often treated as a direct antecedent of loyalty and revisit behaviour (Alcocer & López-Ruiz, 2020; Ding & Wu, 2022; Jebbouri et al., 2022; Li et al., 2023). In contexts marked by gendered safety concerns, the findings suggest that favourable images alone may be insufficient to drive revisit intentions.

Instead, experiential evaluations and affective responses appear to exert more immediate influence, as evidenced by the strong relationship between revisit intention and WOM/eWOM. This result reinforces the argument that traditional linear models of destination image may be insufficient in contexts where perceived vulnerability and safety concerns introduce additional layers of decision complexity.

Overall, the study advances international tourism research by demonstrating that women's destination perceptions and behavioural intentions are shaped by a non-linear configuration of informational clarity, psychosocial reassurance, structural safety, and emotional responses.

The findings converge with existing literature, particularly on the relevance of information quality and structural safety, while also revealing critical divergences, most notably in the roles of anxiety and WOM/eWOM.

Rather than treating these divergences as anomalies, they should be interpreted as signals of underlying theoretical and methodological tensions, pointing to the need for alternative model specifications and more nuanced conceptualizations of key constructs. In this sense, the study not only contributes empirical evidence but also highlights the importance of moving beyond model optimization toward deeper explanatory frameworks that capture the complexity of gendered tourism experiences.

To systematize the preceding discussion, Table 7 synthesizes the study's main empirical patterns and their interpretive implications. Rather than reproducing individual hypothesis-testing results, the table integrates the informational, psychosocial, structural, cognitive, and emotional dimensions that underpin the paper's central argument about the context-dependent nature of women's tourism evaluations and behavioural responses.

Table 7. Synthesis of the empirical findings and their contribution to the study's argument

Analytical dimension	Main empirical pattern	Interpretive synthesis	Contribution to the paper's argument
Online information quality	Positively associated with destination image, revisit intention, and WOM/eWOM, with a stronger relationship with destination image than with behavioral outcomes.	Information appears to operate primarily at a cognitive-evaluative level, helping women reduce uncertainty and construct more favorable representations of destinations, while its translation into behavior is comparatively weaker.	Challenges a strictly linear information–behavior logic and suggests a layered decision process in which informational clarity shapes destination evaluation before behavioral engagement.
Destination psychosocial support	Strongly associated with perceived safety and positively associated with destination image, but without a statistically supported direct relationship with revisit intention.	Psychosocial support provides affective reassurance and perceived protection, although feeling supported does not necessarily translate into behavioral commitment.	Distinguishes psychological reassurance from behavioral enactment, suggesting that psychosocial support may constitute a necessary contextual resource without being sufficient to generate revisit intention.
Perceived safety experience	Positively associated with destination image and revisit intention, but negatively associated with WOM/eWOM, contrary to the hypothesized direction.	Safety may operate as a baseline or threshold condition: its presence reduces negative evaluations and facilitates engagement but does not necessarily stimulate active communicative advocacy.	Reframes safety from a uniformly positive antecedent into an asymmetric condition, whose absence may be more behaviorally consequential than its presence.
Travel-related anxiety	Positively associated with destination image, revisit intention, and WOM/eWOM, in the opposite direction to the original hypotheses.	Anxiety may capture not only distress, but also vigilance, anticipatory control, preparation, and heightened cognitive engagement under perceived risk.	Questions the assumption that anxiety is exclusively inhibitory and supports a context-dependent and potentially multidimensional interpretation of emotional responses in women's tourism behavior.
Destination image and behavioral responses	Destination image does not present a statistically supported direct relationship with revisit intention, whereas revisit intention is strongly associated with WOM/eWOM.	A favorable destination image alone may be insufficient to generate behavioral commitment when decisions are conditioned by safety, vulnerability, and emotional evaluations.	Challenges conventional linear destination-image models and supports an integrated explanation of behavior based on the interaction of cognitive, affective, informational, and contextual factors.

Source: own elaboration.

5 FINAL CONSIDERATIONS

This study aimed to understand how experiential and contextual factors shape women's perceptions of tourism destinations and related behavioural intentions in settings characterized by safety concerns, a goal achieved through the empirical testing of an integrative explanatory model.

The findings show that clear, reliable information is pivotal in shaping women's destination evaluations and influences cognitive perceptions more strongly than behavioural outcomes. Psychosocial support strengthens perceived safety but does not necessarily translate into revisit intentions. In contrast, structural safety enhances destination image and revisit intention yet reduces WOM/eWOM, indicating that safety functions more as a basic prerequisite than a differentiating attribute.

Notably, anxiety emerges as a distinctive contribution of this study, showing positive associations with destination image, revisit intention, and WOM/eWOM, suggesting that it may stimulate heightened involvement and compensatory engagement rather than avoidance. This pattern indicates that anxiety can operate not only as a constraint, but also as a mechanism that activates attention, preparation, and behavioural engagement in contexts marked by perceived risk.

From a theoretical standpoint, this study addresses a persistent gap in tourism research: the fragmented treatment of safety, gender, and behaviour. The findings indicate that women's tourism-related decisions are shaped by the interaction of cognitive, affective, informational, and structural elements, challenging assumptions of stable and linear relationships between destination image and revisit intention- one of the most established propositions in destination marketing literature- suggesting that image alone may be insufficient to explain behavioural commitment in contexts involving safety concerns.

Importantly, the results do not support broad generalizations about safety or anxiety as uniformly positive or negative influences; instead, they reveal context-dependent dynamics that refine existing theoretical assumptions discussed in prior literature. The study therefore advances three key propositions: (i) safety operates as a threshold condition that prevents negative evaluations but does not necessarily generate engagement; (ii) anxiety encompasses both inhibitory and activating processes; and (iii) behavioural intentions depend on the interplay between emotional and experiential factors, not solely on cognitive image formation. By foregrounding women's experiences and empirically testing underexplored relationships, the study strengthens theoretical debates.

The practical implications of this study emphasize concrete, evidence-based actions for multiple stakeholders. Destination managers should prioritize clear, credible, and usable information by standardizing safety content on official platforms, adding visual aids such as safe-route maps, and addressing women's specific concerns through targeted FAQs.

Policymakers are encouraged to improve the visibility and coherence of safety infrastructure, notably through better lighting, accessible transport across different times of day, and clearly signposted emergency services.

For tourism marketers, the findings suggest embedding safety implicitly within experiential narratives rather than promoting it explicitly, relying on testimonials and demonstrations of preparedness instead of abstract claims. Communication strategies may also acknowledge anxiety constructively, offering practical guidance that empowers women travellers.

Finally, local communities and service providers should invest in psychosocial support by training frontline staff in empathetic, responsive practices, thereby strengthening perceived safety even when immediate behavioural returns are not evident. However, interpret these recommendations with caution, as the observed relationships may reflect context-specific dynamics.

Despite its contributions, this study presents some limitations that should be acknowledged. First, the sample's strong regional concentration may have influenced safety perceptions, given variations in infrastructure, mobility, and exposure to risk across regions, which constrains the generalizability of the findings. Second, the cross-sectional and self-reported nature of the data limits causal inference and may introduce common method bias, endogeneity, or reverse causality.

Finally, the model was tested using a specific set of perceptual dimensions, which may not fully capture the complexity of women's travel experiences. Additionally, the exclusion of measurement items to improve model fit may have reduced the conceptual breadth of some constructs, potentially influencing the structural relationships observed.

Future research should therefore replicate the model in different countries and tourism settings, incorporate additional contextual and intersectional factors, and explore alternative analytical specifications to further strengthen the robustness and international relevance of this research agenda. Future studies should also test non-linear relationships, alternative model specifications, and refined construct operationalizations to better capture the complexity of gendered tourism behaviour.

REFERENCES

Ajzen, I. (1991). The Theory of Planned Behaviour. *Organizational Behaviour and Human Decision Processes, 50*(2), 179–211. https://doi.org/10.1016/0749-5978(91)90020-T

Alcocer, N.H., & López-Ruiz, V.R. (2020). The role of destination image in tourist satisfaction: the case of a heritage site. *Economic Research-Ekonomska Istrazivanja, 33*(1), 2444-2461. https://doi.org/10.1080/1331677X.2019.1654399

Armiñana-Maristany, M., Luis, E.C., & Martínez-García, E. (2025). Relation between gender in tourism: a data-driven exploration of destination choice. *Tourism and Hospitality, 6*(1), 39. https://doi.org/10.3390/tourhosp6010039

Bastos, R.S. (2022). *Mulheres brasileiras em viagem solo: um estudo dos medos, das inseguranças e da subjetividade feminina na dimensão do Turismo* (Trabalho de Conclusão de Curso – Graduação). Escola de Comunicações e Artes, Universidade de São Paulo, São Paulo. Recuperado de https://bdta.abcd.usp.br/directbitstream/876f5ecd-d4a5-444b-8135-76244c845b3d/tc4810-Raquel-Bastos-Mulheres.pdf

Bauer, I. (2021). Healthy, safe and responsible: the modern female traveller. *Tropical Diseases, Travel Medicine and Vaccines*, *5*, 7–14. https://doi.org/10.1186/s40794-021-00141-7

Bhatia, A., & Maidullah, S. (2022). Voz do inaudito: motivações e intenções de viagem de gays e lésbicas indianas. *Revista Latino-Americana de Turismologia*, *8*(1). https://doi.org/10.5281/zenodo.7314332

Bourdieu, P. (2010). *A dominação masculina*. Bertrand Brasil.

Borker, G. (2018). *Safety first: perceived risk of street harassment and educational choices of women*. https://data2x.org/wp-content/uploads/2019/11/PerceivedRiskStreetHarassmentandEdChoicesofWomen_Borker.pdf

Cabral, B.N.R., Borges, A.L.M., & Silva, R.C. (2025). Segurança turística: a experiência da mulher enquanto viajante solo. *Turismo, Visão e Ação, 27*, e20696. https://doi.org/10.14210/tva.v27.20696

Campodónico, R. (2023). A reconfiguração da imagem turística. *Revista Latino-Americana de Turismologia*, *9*. https://doi.org/10.5281/zenodo.10410714

Creswell, J.W., & Creswell, J.D. (2021). *Projeto de pesquisa: Métodos qualitativos, quantitativos e mistos*. Penso.

Dewi, L.G.L.K., Juniawan, I.M., & Dewi, N.G.A.S. (2024). An In-depth analysis of factors influencing female youth travellers to share travel experiences on social media. *European Modern Studies Journal, 8*(6), 22–28. https://doi.org/10.59573/emsj.8(6).2024.3

Díaz-Pérez, F.M., Fyall, A., García-González, C.G.CG., Fu, X., & Deel, G. (2025). Navigating the "mode effect": a comparison of online questionnaires and face-to-face interviews. *Heliyon, 11*(1), e41742. https://doi.org/10.1016/j.heliyon.2025.e41742

Ding, G., & Wu, J. (2022). Influence of tourism safety perception on destination image: a case study of Xinjiang, China. *Sustainability, 14(*3), 1663. https://doi.org/10.3390/su14031663

Dresler, E. (2025). Women journeying alone: exploring solitude across the life stages. *Currents Issues in Tourism, 28*(13), 2086-2101. https://doi.org/10.1080/13683500.2024.2362380

FBSP. (2025). Anuário Brasileiro de Segurança Pública. FBSP.

Fuchs, G., & Reichel, A. (2006). Tourist destination risk perception: the case of Israel. J*ournal of Hospitality & Leisure Marketing, 14*(2), 83–108. https://doi.org/10.1300/J150v14n02_06

Fuchs, G., & Riechel, A. (2011). An exploratory inquiry into destination risk perceptions and risk reduction strategies of first-time vs. repeat visitors to a highly volatile destination. *Tourism Management, 32*(2), 266–276. https://doi.org/10.1016/j.tourman.2010.01.012

Gavurova, B., Skare, M., Belas, J., Rigelsky, M., & Ivankova, V. (2023). The relationship between destination image and destination safety during technological and social changes during the COVID-19 pandemic. *Technological Forecasting and Social Change, 191*, 122488. https://doi.org/10.1016/j.techfore.2023.122488

Ghadban, S., Kamar, R., & Haidar, R. (2023). Decoding international solo women travellers' experience: a qualitative analysis of user-generated videos. *Journal of Outdoor Recreation and Tourism, 44*, 100648. https://doi.org/10.1016/j.jort.2023.100648

Gupta, A., Gupta, D. R., & Arora, N. (2010). The relationship between perceived travel risk, travel safety, travel anxiety and intentions to travel: A path analysis study of domestic travellers in India. *International Journal of Tourism and Travel, 3*(1), 25.

Hair, J.F., Hult, G.T.M., Ringle, C.M., & Sarstedt, M. (2021). *A primer on Partial Least Squares Structural Equation Modelling (PLS-SEM)*. Sage.

Hair, J.F., Sarstedt, M., Ringle, C.M., & Gudergan, S.P. (2024). *Advanced issues in partial least squares structural equation modelling (PLS-SEM)*. Sage.

Henseler, J., & Sarstedt, M. (2013). Goodness-of-fit indices for partial least squares path modelling. *Computational Statistics, 28*, 565–580. https://doi.org/10.1007/s00180-012-0317-1

Herzberg, F.I. (1966). *Work and the nature of man*. Ty Crowell Co.

Hosseini, S., Macias, R.C., & Garcia, F.A. (2022). The exploration of Iranian solo female travellers' experience. *International Journal of Tourism Research, 24*(2), 256–269. https://doi.org/10.1002/jtr.2498

Jalilvand, M.R., & Samiei, N. (2012). The impact of electronic word of mouth on a tourism destination choice: testing the Theory of Planned Behaviour (TPB). *Internet Research, 22*(5), 591–612. https://doi.org/10.1108/10662241211271563

Jebbouri, A., Zhang, H., Imran, Z., Iqbal, J., & Bouchida, N. (2022). Impact of destination image formation on tourist trust: mediating role of tourist satisfaction. *Frontiers in Psychology, 13*, 845538. https://doi.org/10.3389/fpsyg.2022.845538

Kabil, M., Ali, M.A., Marzouk, A., & Dávid, L.D. (2024). Gender perspectives in tourism studies: a comparative bibliometric analysis in the MENA region. *Tourism Planning & Development, 21*(3), 276–298. https://doi.org/10.1080/21568316.2022.2050419

Karagöz, D., Isik, C., Dogru, T., & Zhang, L. (2020). Solo female travel risks, anxiety and travel intentions: examining the moderating role of online psychological-social support. *Current Issues in Tourism, 24*(11), 1595-1612. https://doi.org/10.1080/13683500.2020.1816929

Kizi, A.A.M., Zielinski, S., Milanes, C.B., & Ahn, Y.J. (2025). Tourist destination image projected by YouTube travel videos: the case of Seoul, Republic of Korea. *International Journal of Tourism Research, 27*(3), e70049. https://doi.org/10.1002/jtr.70049

Kolkesen, C., & Özdemir, M.A. (2025). Risk and constraints faced by solo female travellers: a conceptual overview. *Researches on Multidisciplinary Approaches, 5*(1), 199–216.

Li, Y., He, Z., Li, Y., Huang, T., & Liu, Z. (2023). Keep it real: Assessing destination image congruence and its impact on tourist experience evaluations. *Tourism Management, 97*, 104736. https://doi.org/10.1016/j.tourman.2023.104736

Liu, H., Tan, Q., & Mai, H. (2023). Stress-buffering effects of social support on tourism employees during the COVID-19 pandemic: a moderated mediation model. *International Journal of Environmental Research and Public Health, 20*(3), 2342. https://doi.org/10.3390/ijerph20032342

Lv, W.Q., Zhang, J.C., Wang, W., & Chen, M.H. (2026). Why does Tourist risk perception differ from actual risk? A social construction theory perspective. *Journal of Hospitality and Tourism Management, 66*, 101405.

Maiurro, M., & Brandão, F. (2025). Motivations, needs, and perceived risks of middle-aged and senior solo travelling women: a study of Brazilian female travellers. *Population Ageing, 18*, 273–292. https://doi.org/10.1007/s12062-024-09450-z

Mario, L.R., Nagano, C.M., Cuzziol, E.C., & Borges, G. (2021). Turismo e tendências contemporâneas: mulher como viajante solo. *Cenário: Revista Interdisciplinar em Turismo e Território, 9*(3), 272–288. https://doi.org/10.26512/revistacenario.v9i3.35690

Marmo, R., & Baggio, R. (2017). Building confidence measures for tourist destination choice. *International Journal of Tourism Sciences, 17*(1), 61–66. https://doi.org/10.1080/15980634.2016.1274527

Matotek, L., & Orcic, L.S. (2025). Solo female travel: experiences and spatial practices of female travellers. *Geoadria, 30(*2), 1-29. https://do.org/10.15291/geoadria.4732

Morshed, T.B., & Hernández-Lara, A.B. (2025). Exploring the role of female travel influencers: a network and thematic analysis. *Social Sciences & Humanities Open, 11*, 101583. https://doi.org/10.1016/j.ssaho.2025.101583

Otegui-Carles, A., Araújo-Vila, N., & Fraiz-Brea, J.A. (2022). Solo travel research and its gender perspective: a critical bibliometric review. *Tourism and Hospitality, 3*(3), 733–751. https://doi.org/10.3390/tourhosp3030045

Polat, I., Erdogan, D., & Sesliokuyucu, O.S. (2021). The impact of attitude and subjective norm on airline passengers' travel intention in the Covid-19 era: mediating role of perceived risk. *Anais Brasileiros de Estudos Turísticos, 11.* https://doi.org/10.5281/zenodo.5770983

Porter, G., Murphy, E., Adamu, F., Dayil, P.B., Dungey, C., Maskiti, B., Lannoy, A., Clark, S., Ahmad, H., & Yahaya, M.J. (2025). Young women's travel safety and the journey to work. Reflecting on lived experiences of precarious mobility in three African cities (and the potential for transformative action). *Journal of Transport Geography, 123*, 104109. https://doi.org/10.1016/j.jtrangeo.2024.104109

Pourhashem, G., Malichová, E., Piscová, T., & Kováciková, T. (2022). Gender differences in perception of the value of travel time and travel mode choice behaviour in eight European countries. *Sustainability, 14*(16), 10426. https://doi.org/10.3390/su141610426

Reisinger, Y., & Mavondo, F. (2005). Travel anxiety and intentions to travel internationally: implications of travel risk perception. *Journal of Travel Research, 43*(3), 212–225. https://doi.org/10.1177/0047287504272017

Schuberth, F., Rademaker, M.E., & Henseler, J. (2023). Assessing the overall fit of composite models estimated by partial least squares path modelling. *European Journal of Marketing, 57*(6), 1678-1702. https://doi.org/10.1108/EJM-08-2020-0586

Shukor, S.A., & Kattiyapornpong, U. (2024). Solo female travellers: a systematic literature review and future research agenda. *Consumer Behaviour in Tourism and Hospitality, 19*(3), 366–382. https://doi.org/10.1108/CBTH-08-2023-0125

Skabeeva, L., Shaliapina, M., Panova, N., Nikolskaya, E., & Lebedeva, O. (2022). Improvement of foreign exchange risk management in tourism and hospitality industry enterprises. *Anais Brasileiros de Estudos Turísticos, 12.* https://doi.org/10.5281/zenodo.7402526

Tanrisever, C., Karaset, S.B., & Koç, D.E. (2023). Can a woman travel as a woman? Perceptions of travel barriers to women by personality trait. *Turyzm/Tourism, 33*(1), 109–128. https://doi.org/10.18778/0867-5856.33.1.10

Teng, Y.M., Wu, K.S., & Lee, Y.C. (2023). Do personal values and motivation affect women's solo travel intentions in Taiwan? *Humanities and Social Sciences Communications, 10*, 8. https://doi.org/10.1057/s41599-022-01499-5

Wang, X., & Sim, J. (2025). The relationship between work stress and compensatory tourism consumption: exploring new directions for individual sustainable tourism. *Sustainability, 17*(4), 1606. https://doi.org/10.3390/su17041606

Wang, X., Mou, N., Zhu, S., Yang, T., Zhang, X., & Zhang, Y. (2024). How to perceive tourism destination image? A visual content analysis based on inbound tourists' photos. *Journal of Destination Marketing & Management, 33*, 100923. https://doi.org/10.1016/j.jdmm.2024.100923

Wang, X., Wang, X., & Lai, I.K.W. (2023). The effects of online tourism information quality on conative destination image: the mediating role of resonance. *Frontiers in Psychology, 14*, 1140519. https://doi.org/10.3389/fpsyg.2023.1140519

Wang, Z., Leung, X.Y., & Huang, X. (2025). Redefining womanhood: solo travel as intersectional rites of passage. *Tourism Management, 111*, 105225. https://doi.org/10.1016/j.tourman.2025.105225

Wantono, A., & McKercher, B. (2020). Backpacking and risk perception: the case of solo Asian women. *Tourism Recreation Research, 45(*1), 19–29. https://doi.org/10.1080/02508281.2019.1636180

Wetzels, M., Odekerken-Schröder, G., & Oppen, C. (2009). Using PLS path modelling for assessing hierarchical construct models: guidelines and empirical illustration. *MIS Quarterly, 33*(1), 177–195. https://doi.org/10.2307/20650284

Wilson, E., & Little, D.E. (2008). The solo female travel experience: exploring the "geography of women's fear. *Current Issues in Tourism, 11*(2), 167–186. https://doi.org/10.2167/cit342.0

Wold, H. (1985). Partial least squares. In: Jotz, S., & Johnson, N.L. (eds.). *Encyclopedia of Statistical Sciences*. John Wiley.

Yang, E.C.L., Khoo-Lattimore, C., & Arcodia, C. (2017). A systematic literature review of risk and gender research in tourism. *Tourism Management, 58*, 89–100. https://doi.org/10.1016/j.tourman.2016.10.011

Zhang, J., Lai, I.K.W., & Wong, J.W.C. (2024). Female travellers in hospitality and tourism industry: A systematic literature review. *Helyion, 10*(5), e27256. https://doi.org/10.1016/j.heliyon.2024.e27256

Zhou, F., Huang, S., & Matthews, M. (2024). Understanding solo female travellers in Canada: a two-factor analysis of hotel satisfaction and dissatisfaction using TripAdvisor Reviews. *Tourism and Hospitality, 5*(1), 167–186. https://doi.org/10.3390/tourhosp5010012

CRediT author statement

Term	Definition	Author 1	A2
Conceptualization	Ideas; formulation or evolution of overarching research goals and aims	x	x
Methodology	Development or design of methodology; creation of models	x	x
Software	Programming, software development; designing computer programs; implementation of the computer code and supporting algorithms; testing of existing code components	x	x
Validation	Verification, whether as a part of the activity or separate, of the overall replication/ reproducibility of results/experiments and other research outputs	x	
Formal analysis	Application of statistical, mathematical, computational, or other formal techniques to analyze or synthesize study data	x	
Investigation	Conducting a research and investigation process, specifically performing the experiments, or data/evidence collection	x	x
Resources	Provision of study materials, reagents, materials, patients, laboratory samples, animals, instrumentation, computing resources, or other analysis tools		x
Data Curation	Management activities to annotate (produce metadata), scrub data and maintain research data (including software code, where it is necessary for interpreting the data itself) for initial use and later reuse	x	x
Writing - Original Draft	Preparation, creation and/or presentation of the published work, specifically writing the initial draft (including substantive translation)	x	x
Writing - Review & Editing	Preparation, creation and/or presentation of the published work by those from the original research group, specifically critical review, commentary or revision – including pre-or post-publication stages	x	x
Visualization	Preparation, creation and/or presentation of the published work, specifically visualization/ data presentation	x	x
Supervision	Oversight and leadership responsibility for the research activity planning and execution, including mentorship external to the core team		x
Project administration	Management and coordination responsibility for the research activity planning and execution		x
Funding acquisition	Acquisition of the financial support for the project leading to this publication		

Source: reproduced from Elsevier (2022, s/p), based on Brand et al. (2015).

Processo Editorial / Editorial Process / Proceso Editorial
Editor Chefe / Editor-in-chief / Editor Jefe: PhD Thiago D. Pimentel (UFJF).
Recebido / Received / Recibido: 12.01.2026; Revisado / Revised / Revisado: 01.02.2026 – 30.03.2026 – 15.09.2026; Aprovado / Approved / Aprobado: 06.10.2026;
Publicado / Published / Publicado: 16.11.2026.
Documento revisado às cegas por pares / Double-blind peer review paper / Documento revisado por pares ciegos.