

Conference Paper

Utilization of Sea Transportation to Increase the Growth of Tourism Sector

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Abstract

Transportation facilities on land, sea and air play a vital socio-economic role in the for trans-regional distribution and logistics. Distribution of goods and people will become easier and faster if the existing transportation facilities are functioning properly, allowing for the integration of Indonesia's far-flung regions. Transportation infrastructure is particularly important to support the country's burgeoning tourism industry – a vital influence on and contributor to local economies.

Keywords: Transportation; Tourism; Facilities.

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1. Introduction

Sea transportation is the movement of people or goods from one place to another by using a ship driven by a machine. Transportation is used to make it easier for humans to carry out their daily activities. Everything related to transportation at the airport, port, and security and safety. Broadly speaking, shipping is divided into two, namely: 1. Commercial Shipping (related to commercial activities) 2. Non-Commercial Shipping (which is related to non-commercial activities such as government and State defense).

Public transportation, which is organized to serve the public interest, through: public shipping, by individuals or legal entities specifically established for the shipping business, and has at least one traditional type of Indonesian flag ship (sailing vessel, or traditional motorized sailing vessel or motor boat with minimum size 7 GT), operates in the territorial waters of the sea, and domestic rivers and lakes.

National Shipping, by a legal entity that is specially established for shipping business, and which owns at least one non-traditional type of Indonesian flag ship, operates in all types of domestic and international waters (sea, river and lake, ferries). Pioneer shipping organized by the government in all domestic territorial waters (seas, rivers and lakes, ferries) to serve remote areas (which have not been served by shipping services that operate permanently and regularly or where other modes of transportation are

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inadequate) or underdeveloped areas (very low income levels), or which are not yet commercially profitable for sea transport (Ardika, I Gede. (2001). Paradigma Baru Pariwisata Kerakyatan Berkesinambungan, Makalah. Pembangunan Pariwisata Berkelanjutan Yang Berbasis Kerakyatan, National Seminar Paper).

Foreign transportation is carried out by ships with Indonesian and foreign flags, by: national shipping companies that have at least one Indonesian flag ship, measuring 175 GT, joint shipping companies, between foreign companies and national companies that own at least one Indonesian flag ship, measuring 5,000 GT; and foreign shipping companies, which must be represented by national companies with ownership of at least one Indonesian flag ship, 5,000 GT for international shipping or at least one Indonesian-flagged vessel, measuring 175 GT for cross-border shipping.

1.1. History of Indonesian Sea Transportation

Indonesia is an archipelago which has more than 1800 islands. The islands are separated by sea and strait, so to connect the islands to one another, adequate transportation facilities are needed.

Ships are an important vehicle in an archipelago of more than 1800 islands. The islands are separated by sea and strait, so that to connect the islands to one another, adequate transportation facilities are needed. Ships are an important means of activity in relations between people from one island to another, this also causes the Indonesian nation to get the nickname as a seafaring nation, because they are accustomed to ferries the oceans in the archipelago. (Departemen Kebudayaan dan Kepariwisata R.I. (2006). Laporan Hasil Penelitian Pengembangan ODTW di Luar Jawa-Bali)

Evidence that shows that the Indonesian people have used ships as an important means of sea transportation, as depicted in the reliefs of Borobudur Temple in the form of sister boats that have been able to sail to the island of Madagascar (Africa). Also making Pinisi boats carried out by the Makassar people in South Sulawesi.

Shipbuilding technology in Indonesia has developed very rapidly after being influenced by foreigners. It was from these foreign sailors that the Indonesian nation gained additional knowledge of navigation and shipping technology, so that finally Indonesia had a modern ship industry. The shipping industry began as a repair shop for ships. Then the workshop developed into an industry that designs and builds ships as a means of sea transportation, and is operated by PT. Indonesian National Sea Voyage (PT. PELNI). The Indonesian ship industry is driven by PT. PAL Indonesia. This company is a state-owned company. The founder of this ship company has been initiated since

1823, namely during the reign of the Dutch East Indies. The idea of establishing a ship repair shop was raised by the Governor General of the Dutch East Indies VD Capellen. The name of the company is NV. Nederlandsch Indische Industrie.

In 1849, ship repair and maintenance facilities began to materialize in the Ujung area, Surabaya. but in 193 the Dutch East Indies government changed its name to Marine Establishment (ME). ME functions as a ship maintenance and repair factory. During the Japanese occupation, ME did not change its function and remained a repair and repair workshop for Japanese naval ships under the supervision of Kaigun. However, during the war for independence, ME was again under Dutch control and only handed over to Indonesia on December 27, 1949. Since then the name of the ship company was changed to Penataran Angkatan Laut (PAL).

In 1978, the status of PT. PAL was changed to a public company (Perum) PAL. 3 years later, namely in 1981 the form of the Perum PAL business entity was changed to a company under the leadership of Prof. Dr. Ing. BJ Habibie (at that time served as Minister of Research and Technology). PT. PAL produces various types of vessels, ranging from fishing vessels, commercial ships, warships, tugboats, tankers, passenger ships and research vessels. The research vessel made by PT. PAL is LIPI's Baruna Jaya VIII ship.

Meanwhile, the efforts made by the government in the field of sea transportation include rehabilitating and increasing the capacity of existing infrastructure, such as procurement of ferries and cargo ships, repair of sea ports, container terminals and docks. it aims to further smoothen inter-island traffic, increase Indonesia's domestic and international trade.

The development of marine transportation at present cannot be separated from these technological advances which have enabled the Indonesian nation to produce passenger transport ships, namely the Palindo jaya 500. The ship was launched for the first time in August 1995. The ship was built to support faster and safer sea transportation facilities. Thus, marine transportation activities will have an impact on the life of the community, nation and state.

1.2. Sea Transportation Service Transport Business

The transportation service business has several supporting business fields, namely business activities that support the smooth process of transportation activities, as described below: 1. The loading and unloading business, namely the business of unloading goods and/or animals from and to ships. 2. Transportation management services (freight

forwarding), namely business activities for the delivery and receipt of goods and animals by land, sea and air transportation. 3. Sea freight expedition, namely the business activity of handling documents and work related to the acceptance and delivery of cargoes transported by sea. 4. Transportation business in port waters, namely water tourism business activities, transfer of passengers, and/or goods or animals from dock to ship or vice versa and from ship to ship, in port waters. 5. Marine transportation equipment rental business or floating equipment, namely the business activity of providing and leasing marine transportation support equipment and/or floating equipment for ship services. 6. Tally business, namely business activities of calculating, measuring, weighing and recording of cargo in the interests of the cargo owner or carrier. 7. Container depot business, namely the business activities of storing, stacking, cleaning, repairing, and other activities related to the management of containers.

1.3. Indonesian Tourism

Tourism or tourism is a trip made for recreation or vacation and also the preparation made for this activity. A tourist or tourist is someone who travels at least 80 km (50 miles) from his home for recreational purposes, as defined by the World Tourism Organization. A more complete definition, tourism is the service industry. They handle services ranging from transportation, hospitality services, housing, food, beverages and other relevant services such as banking, insurance, security. And also offers a place of rest, culture, escape, adventure, new and different experiences.

Many countries rely heavily on this tourism industry as a source of taxes and revenue for companies selling services to tourists. Therefore the development of the tourism industry is one of the strategies used by non-governmental organizations to promote certain areas as tourist areas to increase trade through the sale of goods and services to non-local people. According to Act No. 10/2009 concerning Tourism, what is meant by tourism is various kinds of tourism activities supported by various facilities and services provided by the community, entrepreneurs, the Government and Local Governments (Djalal, H. (2003). *Mengelola Potensi Laut Indonesia*. p.21).

The beaches in Bali, diving spots in Bunaken, Mount Rinjani in Lombok, and various national parks in Sumatra are examples of natural tourist destinations in Indonesia. These tourist attractions are supported by a rich cultural heritage that reflects the history and dynamic diversity of Indonesians with 719 regional languages spoken throughout the archipelago.

Based on data from the Central Statistics Agency, the eleven provinces most frequently visited by tourists are Bali, around 3.7 million, followed by DKI Jakarta, Yogyakarta Special Region, East Java, West Java, North Sumatra, Lampung, South Sulawesi, South Sumatra, Banten and West Sumatra.

Approximately 59% of tourists visit Indonesia for holiday purposes, while 38% for business purposes. Singapore and Malaysia are the two countries with the record number of tourists coming to Indonesia from the ASEAN region.

Meanwhile, from the Asian region (excluding ASEAN) Chinese tourists were in first place, followed by Japan, South Korea, Taiwan and India. The largest number of immigrants from the European region came from the United Kingdom, followed by the Netherlands, Germany and France. The management of tourism, national policies, government affairs in the field of culture and tourism in Indonesia is regulated by the Indonesian Ministry of Culture and Tourism (Bhattacharyay, B. (2008). Infrastructure and Regional Cooperation Concept Paper for ADB/ADBI Flagship Study).

2. Research Methods

The research begins with secondary data collection through literature studies, especially on the factors that influence and enhance the development of the tourism industry, while the primary data is taken from the results of field visits that have been conducted on the Kuta beach. The data obtained include climatic & weather conditions in marine waters, development and conditions of tourist objects, conditions of transportation facilities and infrastructure to tourist attractions, supporting infrastructure at the location of tourist objects, development of passenger flow to and from the coast, growth of lodging/hotels, restaurants and banks. While the tourist objects visited are Temurun Waterfall and Gunung Dewa Temple in Siantan District using two-wheeled vehicles, Durai Island using boats, and Kesik Beach using two-wheeled vehicles. As for infrastructure conditions such as ports, which were visited include Tarempa Port (Siantan District), Letung Port and Kuala Maras Harbor (Jemaja District). Based on the data and information obtained both secondary and primary, it can be seen that the design constraints in the development of marine transportation facilities, so that the suitable marine transportation facilities to be developed in the Kuta waters are Catamaran fast boats. Through the parametric ratio design approach using statistical p-chart tools, the principle dimension can be determined. Based on these main dimensions, a general plan drawing can be made using the Auto Cad software.

3. Results and Discussion

Before the modern era (before 1920), primitive peoples first traveled from one place to another with the aim of sustaining life. The year 400 BC began to be considered modern because the Sumerians began to have goodwill, where at that time the letters, wheels, and functions of money in trade began to be discovered. This goodwill tour was first carried out by the Phoenicians and Polynesians for trading purposes. Then Muhibah tours for fun were first carried out by the Romans in the first to fifth centuries, generally their purpose was not for recreational activities as the current definition of tourism, but their activities were more aimed at increasing knowledge of how to live, the political system, and the economy.

In 1760-1850, the industrial revolution resulted in changes in people's lives, including:

1. In the structure of European society and economy there was population growth, urbanization, the emergence of tourism-related businesses in industrial cities, employment expanded to industrial fields, shifting of investment from the agricultural sector to intermediary businesses such as banks, including international trade. These are what create the tourist market.
2. The increasing technology of transportation/means of transportation, the emergence of Travel Agencies, the first Travel Agency in the world is Thomas Cook & Son Ltd. 1840 (UK) & American Express Company 1841 (United States).
3. The rise of the hospitality industry, the development of the transportation system has also led to the emergence of hotel accommodation both at train stations and in tourist destinations. Apart from accommodation, there are also many restaurants and bars or the like such as coffee and tea shops that have emerged as a result of urbanization. (Calderon & L. Serven. (2004). "The Effects Of Infrastructure Development on Growth and Income Distribution")

The tourism activities at that time began in 1910-1920, after the issuance of the Governor General's decision on the establishment of the Vereeniging Toesristen Verker (VTV), which was an agency or official tourist bureau at that time. Apart from being a tourist govern, the VTV position also acts as a tour operator or travel agent.

Increased trade between the continent of Europe and countries in Asia and Indonesia in particular, resulted in heavy traffic of people traveling to this area with different motives according to their respective needs. To be able to provide services to those who traveled, a Travel Agent was established in Batavia in 1926, namely Linsonne Lindeman (LISLIND), based in the Netherlands and now known as NITOUR (Netherlanshe Indische Touristen Bureau). During the Dutch colonial period it could be said that tourism activities

were limited to white people only, so that the companies engaged in tourism were also the monopoly of Nitour, KLM, and KPM at that time.

Although tourist visits at that time were still very limited, in several cities and places in Indonesia hotels had been established to guarantee accommodation for those visiting the Dutch East Indies. The growth of the accommodation business was only known in the 19th century, and even then it was limited to big cities near the port. The main function of the hotel is only to serve guests or passengers whose ships have just arrived from the Netherlands or other European countries which are then taken by using a carriage drawn by several horses because there are no motorized vehicles or cars.

Stepping on the 20th century, hotels began to develop into rural areas such as inns or inns. That was why the function of the hotel began to be felt by the public at large and people positioned themselves according to their respective abilities and degrees. Then from that we know the terms big inn (hotel) and small inn (inn).

The Japanese Occupation Period, the outbreak of World War II which was followed by the Japanese occupation of the Japanese army in Indonesia, caused tourism to become neglected. It can be said that people lack the passion or opportunity to travel. Tourist objects were left abandoned, roads damaged due to the destruction of bridges to prevent enemies from entering. Hospitality is very sad because many hotels are taken by the Japanese government to be used as hospitals and dormitories for Japanese officers to stay. After the bombs dropped on Hiroshima and Nagasaki, inflation occurred everywhere which resulted in the people's economic situation getting worse.

After Indonesian Independence, in 1946, as a result of the Indonesian nation's struggle to liberate Indonesia's homeland from the grip of Dutch colonialism, the government revived industries that supported the economy. (Dekker, Sander Verhaeghe R.J. & Pols, A.A.J. (2003). "Economic Impacts and Public Financing of Port Capacity Investments: the Case of Rotterdam Port Expansion". TRB 2003 Annual Meeting) Likewise in the tourism sector, hospitality received attention from the government, so that the then Decree of the Vice President of the Republic of Indonesia (Moch. Hatta) was issued regarding the establishment of an agency tasked with continuing the former Dutch-owned hotel company. This agency is called HONET (National Hotel & Tourism). All hotels under HONET management were renamed Hotel Merdeka. With the KMB (Round Table conference) agreement in 1949, according to the Agreement all assets must be returned to their owners. Because of that HONET was dissolved and the only legal entity owned by Indonesia was formed which was engaged in the tourism sector, namely NV HONET. In 1953 an organization called the Indonesian Hotel and Tourism Association (SERGAHTI) was formed, which has members from almost all hotels in Indonesia, but

the existence of this agency did not last long because there was no apparent possibility of breaking the price control regulations. In 1955 Bank Industri Negara established a Limited Liability Company under the name PT. NATOUR Ltd. (National Hotel & Tourism Corp.). This Natour has members, among others: (Purwanto, Erwan Agus & Sulistyastuti Dyah Ratih. (2007). *Metode Penelitian Kuantitatif untuk Administrasi Publik dan Masalah-Masalah Sosial*. Yogyakarta: Gava Media. p.31) a) Hotel Transaera (Jakarta) b) Hotel Bali c) Sindhu Beach d) Kuta Beach e) Jayapura Hotel In 1953 an organization called the Indonesian Hotel and Tourism Association (SERGAHTI) was formed, which has members from almost all hotels in Indonesia, but the existence of this agency did not last long because there was no apparent possibility of breaking the price control regulations. In 1955 Bank Industri Negara established a Limited Liability Company under the name PT. NATOUR Ltd. (National Hotel & Tourism Corp.). This Natour has members including: a) Hotel Transaera (Jakarta) b) Bali Hotel c) Sindhu Beach d) Kuta Beach e) Jayapura Hotel In 1953 an organization called the Indonesian Association of Hotels and Tourism (SERGAHTI) was formed, with almost all hotels in Indonesia as members, but the existence of this agency did not last long because there was no possibility of a breakthrough in price control regulations. In 1955 Bank Industri Negara established a Limited Liability Company under the name PT. NATOUR Ltd. (National Hotel & Tourism Corp.). This Natour has members including: a) Hotel Transaera (Jakarta) b) Bali Hotel c) Sindhu Beach d) Kuta Beach e) Jayapura Hotel In 1955 Bank Industri Negara established a Limited Liability Company under the name PT. NATOUR Ltd. (National Hotel & Tourism Corp.). This Natour has members, among others: a) Hotel Transaera (Jakarta) b) Hotel Bali c) Sindhu Beach d) Kuta Beach e) Jayapura Hotel In 1955 Bank Industri Negara established a Limited Liability Company under the name PT. NATOUR Ltd. (National Hotel & Tourism Corp.). This Natour has members, among others: a) Hotel Transaera (Jakarta) b) Hotel Bali c) Sindhu Beach d) Kuta Beach e) Jayapura Hotel

A New Chapter in National Tourism, many tourism activities have been initiated by the National Tourism Institute, although this institution itself has experienced many problems as a result of adjustments to the tourism organizational structure that has been experimenting in its application. Here we can see the enthusiasm for doing business in the tourism industry which is marked by the construction of new hotels or repairing those that have been damaged in the past. Domestic flight lines began to operate and began to improve service quality, Travel Agent entrepreneurs began to open their tour operations at home and abroad, which was followed by an increase in the number of foreign tourists visiting Indonesia.

Visits of foreign tourists (tourists) to Indonesia from year to year tend to continue to increase. If we look at since Pelita I in 1969, the number of tourists is still relatively low, namely only 86,100. At the end of 1973, the number of tourists increased to 270,300 people. So in the first lamp there has been an increase of 214%. At the end of Pelita II in 1978 the number of foreign tourists visiting Indonesia was 468,600 people, and at the end of Pelita III in 1983 it increased again to 638,000 people. The same thing happened in the fourth lamp in 1989, the number of foreign tourists who visited was recorded as 11,626,000 people. A very striking increase occurred between 1984-1988 with an average growth of 15% each year, then even greater growth occurred in the 1989-1991 period with the arrival of foreign tourists an average of 36.2% each year.

During the Roman era, people traveled because of practical needs, curiosity and religious impulses. In the Hindu era in Indonesia, especially in Bali, there were also tourist trips due to religious encouragement. (Mutholib, A. (2013). *Kajian fasilitas keselamatan kapal pada lintas penyeberangan 35 ilir-muntok*. *Jurnal Transportasi*, 25(5), 140–146) The journey around the 8th century from Java to Bali has traveled with a religious vision and mission, likewise Mpu Kuturan who developed the concept of Tri Sakti in Bali came around the 11th century then Dang Hyang Nirartha (Pedanda Sakti wawu Rauh) in the 16th century came to Bali as a religious mission with an emphasis on ceremonial concepts.

International tourism in Bali has started at the beginning of the 20th century where previously Bali was discovered by the Dutch in 1579, namely by Cornelius De Houtman's expedition on his way around the world in search of spices and then arrived in Indonesia. From the island of Java the mission sailed to the east and from a distance there was a lush island. After they landed, it turned out that they did not find spices but a life with a culture that according to their view was very unique, never found in other areas as long as they traveled the world, the nature was very beautiful and had its own charm. This island is called Bali by its inhabitants. This is what they reported to the king of the Netherlands at that time.

Then in 1920, tourists from Europe began to come to Bali. This happened thanks to the Dutch merchant ships, namely KPM (Koninklijke Paketcart Maatsckapy) which in their search for spices to Indonesia, then they introduced Bali in Europe as "The Island of God". Of the tourists who visited Bali, there were also several artists both literary artists, painting artists, and dance artists.



Figure 1: Kuta Bali Beach

3.1. Several tourist objects in Bali

Kuta Beach Bali Kuta Beach is the most famous tourist attraction in Bali and the most visited by tourists, because in addition to its strategic location, Kuta Beach also offers the beauty of a very beautiful beach, the costs are very cheap, and certainly the waves. suitable for beginner surfers. Kuta Beach is also famous for its famously beautiful sunset. It is said that the story, before becoming this famous tourist spot, Kuta Beach was a large port, the center of trade in Bali with its white sand and blue sea, equipped with very complete supporting facilities.



Figure 2: Tanah Lot Temple

The uniqueness of Tanah Lot Temple is the location of the temple which is on top of a large rock on the edge of the sea. At high tide, you cannot get close to Tanah Lot Temple because the surrounding rocks supporting the Tanah Lot Temple will be inundated by sea water, while at low tide you can see several tame sea snakes which according to local residents are the guardians of Tanah Lot Temple. In addition, at this

location you can also hold the holy snake, because it is known to be tame and not dangerous.



Figure 3: New Kuta Green Park

New Kuta Green Park Pecatu Bali is a water recreation vehicle. New Kuta Green Park's main water attractions include the Wave Pool, with an artificial wave generator where you can hop on a special surfboard and pick up some moves. The Flying Fox allows participants to experience the sensation of flying in the air and over 200m of beautiful surroundings in New Kuta Green Park, and the Bungee Trampoline invites adults and children to jump together and share the fun.



Figure 4: Uluwatu Kecak Dance, Bali

Uluwatu Kecak Dance, Bali shows a typical Balinese Kecak Dance against the backdrop of the beautiful Uluwatu sunset. Kecak dance is very popular and crowded with tourists, both foreign and domestic tourists.

3.2. Positive and Negative Impacts of Tourism

The good and the bad, positive and negative, are indeed very narrow boundaries in terms of tourism. An example can be seen also in Tanjung Benoa, Bali. In the past, due to lack of control over development, slums emerged in this area. The community builds various tourism facilities at will. They no longer follow existing regulatory norms. In the past, Tanjung Benoa was the same and congruent as Sanur, Kuta, Candidasa, Lovina, Seminyak and Legian.

Fortunately, the entrepreneurs in the Tanjung Benoa environment quickly realized, then they formed the Tanjung Benoa Committee in 1996. The aim, apart from joint promotion to make Tanjung Benoa as a tourist resort more popular, the committee also manages and organizes the surrounding environment. The problem of garbage and cleanliness became the main target of the committee so that it was able to change the slum atmosphere into a clean and comfortable Tanjung Benoa. Then, a Green Team was formed at each hotel.

3.3. Positive Impacts of Tourism

The outline of the State Policy mandates that the development and development of the tourism sector is aimed at increasing foreign exchange earnings, increasing business and employment opportunities, introducing the nature and culture of the archipelago as well as strengthening interactions between nations. The vision for Indonesian tourism is "Tourism to Develop Welfare and Peace". This vision contains the following meanings: (Suryani, D., Pratiwi, A. Y., Sunarji, & Hendrawan, A. (2018). Peran syahbandar dalam keselamatan pelayaran. *Jurnal Saintara*, 2(2))1 Tourism is the mainstay of national development which is balanced by considering the economic sector and other fields, for the sake of the survival of the nation and state of Indonesia 2) Indonesia becomes a world tourism area that prioritizes the development of domestic tourism and at the same time as a destination for foreign tourists. (Depbudpar, 2000)

According to Act No. 25 of 2000 concerning the National Development Program, the objectives of tourism development are: 1) Developing and expanding product diversification and quality of national tourism 2) Based on community empowerment, arts and local natural resources (charms) by taking into account the preservation of traditional arts and culture as well as preservation local environment 3) Develop and expand the tourism market, especially foreign markets.

3.4. Negative Impacts of Tourism

One obstacle that is almost insurmountable is the large number of contaminating factors that play a role in influencing the changes that occur, such as education, mass media, transportation, communication, and other development sectors becoming vehicles for socio-cultural change. as well as the internal dynamics of the community itself. This is because tourism is closely intertwined with various other activities, which may have had a greater influence, or were influential long before tourism developed. The rapid development of tourism in Indonesia not only has positive impacts such as increased regional income, job creation, and increased welfare but also negative impacts such as:

- a) Pollution
- b) traffic congestion
- c) environmental damage

3.5. Socio-Cultural Impact of Tourism

Tourism is an activity that directly touches and engages the community, so that it has various impacts on the local community. Even tourism is said to have an extraordinary breakthrough energy, which is able to make local people experience metamorphoses in various aspects. The impact of tourism is the area of study that has received the most attention in the literature, especially the impact on local communities. On the other hand, the impact of tourism on tourists and/or the countries of origin of tourists has not received much attention. Although tourism also touches various aspects of people's life politically, security, and so on, the impact of tourism on society and tourist destinations.

The assumption above implies that in looking at the socio-cultural impact of tourism on the local community, tourism is merely seen as an external factor that hits the community. This assumption has many weaknesses, so far many researchers think that the influence of tourism can be analogous to the 'billiard ball', where a moving object (tourism) directly hits a stationary object (regional culture), or through an intermediary object (cultural broker). In this case, the assumption is also implied that culture is something that is silent, sleeping, or passive, and as if the culture is something homogeneous. Such an approach denies the dynamics of the society in which tourism is starting to enter, and is unable to see the various active responses from the community to tourism.

With field findings like this, it is not an exaggeration to say that Indonesian culture is still very strongly attached to identity and the concern that cultural knots have been scattered is not true. In fact, on some sides, it can be said that Indonesian culture has taken off towards a period of enlightenment. Field data like this have changed the views of people who were originally pessimistic about the preservation of Indonesian culture.

TABLE 1: Socio-Cultural Impact of Tourism

No	Indicator	Prior to development	After development and impact
1	Impact on foreign exchange earnings	No foreign exchange receipts	There is a significant amount of foreign exchange earnings (good impact)
2	Impact on community income	Low income and fishing	High income and multiple sources (good impact)
3	Impact on employment opportunities	Low job opportunities	High job opportunities, in the tourism sector.

3.6. Indonesian tourism facilities

Every major island in Indonesia has at least one international airport. The largest airport is Soekarno-Hatta International Airport which is located in Tangerang, Banten. (Nurhasanah, N., Joni, A., & Shabrina, N. (2015). Persepsi Crew dan Manajemen dalam Penerapan ISM Code Bagi Keselamatan Pelayaran dan Perlindungan Lingkungan Laut. Proceeding SENDI_U, 978–979) Five other international airports on the island of Java are Adisumarmo in Solo, Juanda in Surabaya, Husein Sastranegara, in Bandung and Adisucipto in Yogyakarta. Other land transportation such as trains and taxis are available in almost all islands in Indonesia. Several cities provide Bus Rapid Transit transportation systems such as TransJakarta in Jakarta, Trans Jogja in Yogyakarta, Trans Metro Bandung in Bandung, Batik Solo Trans in Surakarta, and Trans Semarang in Semarang. Typical vehicles such as bajaj, rickshaw, and bemo are available in certain cities, besides that, informal public transportation such as OJEG can be found in big cities such as Jakarta, Bandung and Surabaya. Lodging facilities continue to be developed.

Based on 2008 data, there were 1,169 hotels with 112,079 rooms and 174,321 beds in Indonesia. In addition to the growing number of hotels, in an effort to increase the arrival of foreign tourists through MICE, the government has determined 10 cities that are known as MICE destinations, namely: a) Jakarta b) Yogyakarta c) Surabaya d) Bali e) Balikpapan f) Medan g) Batam-Bintan h) Padang- Bukittinggi i) Makassar j) Manado.

4. Conclusion

The shipping industry, even Sea transportation, is one part that has many interrelated aspects. These relevant aspects include: Improving administration and government management at sea, including marine safety and security and marine protection. A number of restaurants, cafes and hotels, along the beach with views and sports facilities

can increase the income of local residents and increase foreign tourists coming to Indonesia.

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