

EXAMPLE OF A CAUTION BOARD (PULAU SERIBU)

6.3.6 Country Park

1) Purpose of the project

This project would have the following combined purposes:

- To establish a tourist route inside of the study region other than the coastal area.
- To encourage development of agro-industries around the site.
- To cope with the needs of the younger generation, especially for outdoor sports and country lifes.

With the influx of the population to urban areas, the urban population will grow at a steady pace.

For their relaxation, it would be of great benefit to visit the countryside and experience rural life.

This project also aims at educating and teaching children and foreign visitors how the foods and other agricultural products in the region are produced and processed.

As for younger generation, regardless of nationality, they want to travel in an economical way and have a variety of experiences in nature and also to make friends with various people through mutual communications and understandings by means of playing sports and enjoying nature oriented recreation. The country park project is planned to meet these demands.

2) Demand and capacity

(1) Target of market

This project aims to attract domestic urbanites and foreign residents and tourists, especially those who wish to visit the park with their families.

Youths, both domestic and foreign, would be another major target of the market of this project. Group tours packaged with camping, sports activities and events would be an effective way of attracting youths to the project.

Other generations and families would also be welcome to this project.

(2) Demand and capacity

The expected number of the total visitors per annum would be around 148,000 (137,000 day-use, 11,000 overnight-use), based on the demand forecast of this project in the year 2010 [refer to 6.2].

3) Activities and facilities

(1) Picnic ground with shade trees

This facility is planned to provide visitors with places where they can relax, have lunch, enjoy light exercise, etc. in the countryside.

(2) Exhibition plantation area

This area is proposed to show characteristic plantations in the region to visitors. The plantation plants to be exhibited would be the following:

- Coffee, melinjo, rubber, coconut, oil-palm, sugar-palm, nipa, clove and other spices, medicinal plants, etc.
- Tropical fruits such as mango, mangosteen, durian, etc.

The visitor's participations in plantation activities would be welcome in such activities as picking fruit, collecting raw rubber, etc.

(3) Model farm

This is planned to show the characteristic farming works in the region to visitors.

At an early stage of the development of the project, the plantation area nearby the project site can be utilized.

(4) Botanical garden

Indigenous and characteristic plants and trees in the region will be exhibited in this botanical garden.

(5) Experimental factories

It is more advantageous for agricultural industry to sell processed products than to sell raw products. In the experimental factories, many processed products of the agro-industry in the region will be tried and sold to the visitors. Among these processed products, there will be some successful products, such as fruits and vegetable juices, jams, canned foods, etc. These can then be produced in manufacturing factories in the region.

The process of the production would also be exhibited to visitors as tourist attractions. The products would be offered for tasting to get their opinions to improve the products.

(6) Kiosks for selling plantation products and others

(7) Restaurants

(8) International camping site

- Lawn covered area with trees for camping and picnic
- Kitchens with utensils for a variation of cooking

Travellers who are suffering from physical fatigue due to a hard schedule often experience difficulty in adjusting themselves to the foreign customs, and usually crave for what they used to have back home. It would be a relief for them if they can have meals to their own tastes. And also it would be

good for mutual understandings among visitors if such events as international foods festivals are held on the site.

- Toilets and bathrooms

(9) Lodge

This facility is planned for the travellers who prefer sleeping in bed to a camping ground.

(10) Sports complex

Sports facilities are planned as one of the main attractions of this project.

Youths who are interested in sports activities would be attracted to this project and through sports, mutual understanding and friendship would be built up among youths. The planned sports facilities are as follows:

- Billiard tables
- Badminton courts
- Table tennis courts
- Volleyball courts
- Basketball courts
- Soccer football fields
- Cycling courses
- Rowing boat courses
- Horse-riding courses
- Jogging courses, etc.

Most of the sports facilities will be outdoors, but some facilities, such as badminton, basket ball,

volley ball and tennis courts, will be constructed indoors for use on rainy or windy days.

(11) Outdoor theater (semi-covered)

It is very important for this kind of project to hold attractive events, such as international folk music festivals, international dancing festivals, international food festivals, etc., to make youths gather to the project site. For those events, an outdoor theater is planned.

(12) Shops

a. Rental shops

The rental shops are planned for those who would like to enjoy camping and/or to play sports.

Rental items will be camping materials, sports gadgets, bicycles, boats, etc.

b. Retail shops

- The retail shop will deal with food stuff, camping materials, tour guide books and other literature, souvenirs, etc.

(13) Administration office

(14) Parking area

(15) Fountain in the lake

It would bring such a relief to the hearts of travellers to see a beautiful fountain in the lake. The fountain would be one of the tourist attractions of this project.

4) Location

Because of superiority in natural and social conditions, it is recommended that the Country park be located in the Cikedal Lake area.

Fig. 6-16 shows the location of the Country park in the study region.

5) Layout plan

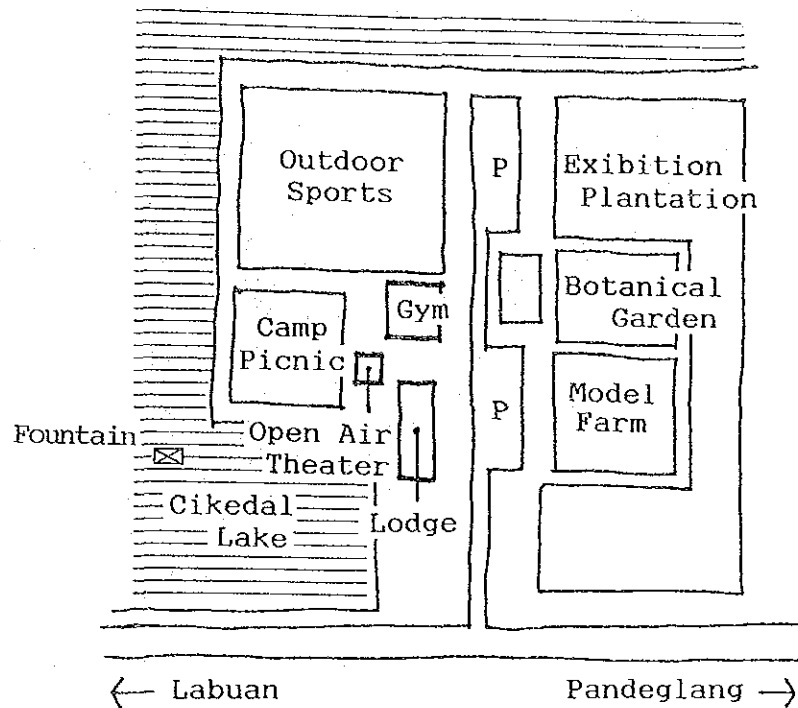
The functional relationship among facilities is shown in the schematic plan of Country Park [see Fig. 6-17].

Fig. 6-18 shows the model plan, which is drawn in accordance with actual topography of the site.

The size of whole area of this project is around 15 ha.

6) Development system

This project shall be developed by public sector, DGT in cooperation with the Department of Agriculture and Department of Education and Culture. It would also be necessary to get cooperation from farmers' groups around the project site. Profitable facilities such as shops, lodges, and some sports facilities could be developed by the private sector.



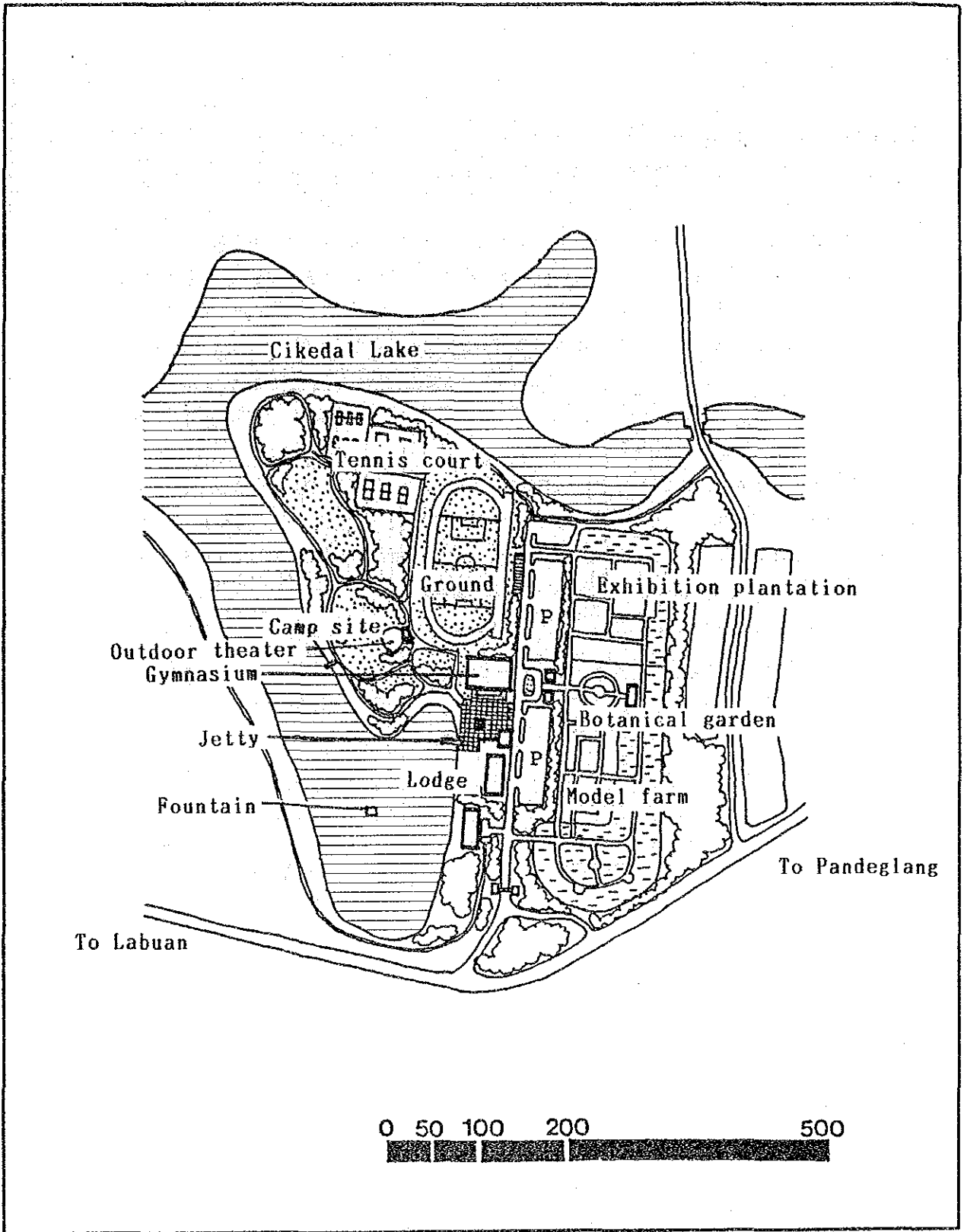
DEPARTMENT OF TOURISM, POST AND TELECOMMUNICATION
DIRECTORATE GENERAL OF TOURISM


JAPAN INTERNATIONAL COOPERATION AGENCY

THE STUDY ON THE REGIONAL DEVELOPMENT PROJECT
IN THE WESTERN PART OF JAVA

Fig. 6-17

SCHEMATIC PLAN OF COUNTRY PARK



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	Fig. 6-18 MODEL PLAN OF COUNTRY PARK

7) Operation and promotion

This project ought to be operated by the public sector (the same as the development body) incorporated with agricultural cooperatives and groups concerning with youth activities.

For tourist attractions, it is necessary to hold the following various events:

- Durian festival,
- Mango festival,
- Harvest festival,
- Fruit-picking parties,
- Medicinal plants sales,
- Free juice party,
- Farming ceremony etc.,
- International folk song festival,
- International foods festival,
- International dancing festival,
- International sports competitions
(tennis, table tennis, billiard, rowing boats, orienteering, etc.),
- International youth exchange programme, and
- Others

It would be necessary to invite professional entertainers occasionally to raise the reputation of the event and the project.

6.4 Considerations for Execution

6.4.1 Infrastructures

1) Transportation

During the Master Plan Study stage, the following transportation development programs were found to be worth considering for improvement of access to tourism development sites in the Study region [refer to Annex I(B), Chapter 1].

- (1) Betterment works on existing collector roads which connect trunk roads network system and project tourism sites.
- (2) Construction of internal road systems within each project site.
- (3) Re-routing of existing trunk roads in order to acquire a complete block of land to maximize the outcome of a development. Sites requiring such works are the Tanjung Lesang Beach Resort and the Marine Park near Merak.
- (4) Provision of parking areas, according to demand, at each of the project sites.
- (5) Construction of marine facilities such as jetties for operation of sea transportation services to and from Ujung Kulon, the Krakatau islands, Beach Resort and Plau Dua in Old Banten.

Most of the project sites, except those in remote areas such as Ujung Kulon and islands, are found to be best reached by land. This in turn will mean an increase in road traffic volumes in parallel with development progress

of each project. Capacity and demand relationships need to be examined carefully for project implementation.

Meanwhile, the following road hazards were identified by the Study Team. Some of these are directly concerned with the road itself and their removal is only a matter of programming and finance. Others concern the transportation system and social traditions and may require changes in legislation. All of them, however, need consideration and solving in one way or another in order to secure smooth and safe traffic.

- Surfacing

Potholes and damaged surfacing, probably because of poor base course conditions, were observed even on national and provincial roads, but mostly on rural roads. This causes traffic to move very slowly and reduces the capacity of traffic flow. If funds are available, the base course of those sections of road will have to be improved properly or the life of surfacing will be very short requiring repeated maintenance.

- Bridges

Many bridges are under replacement, but there are many others left without guard fences or simply too narrow for contra flow traffic. The narrow ones are generally with long spans. Priority must be given to replacement of such bottle-neck bridges for future regional development.

- Road signs and markings

In general, it is observed that the road signs in the study region are well maintained. They are however still far behind international standard and need much improvement.

Road markings are lacking in most areas and immediate priority should be to establish lines at the center and sides of paving.

- Road-side markets

Markets along the roads cause a serious disturbance to traffic whether on arterial, collector, or local road. It is essential to keep vendors out of the right of way for smooth flow of traffic.

- Small transportation vehicles

For public transportation, there are micro-buses, bemos and becaks, apart from medium to large buses, all operating mixed along the same routes. The hazards of micro-buses and bemo come from their mode of operation which allows them to stop wherever required by the passenger. This mode, needless to say, is a serious hazard to traffic flow and should not really occur often. It is advisable to change the system by prohibiting ad-hoc stops, or by making it obligatory to pull off the road before stopping.

Becaks in the study region operate not only in urban areas but also along arterial roads. The speed and movement of these vehicles are very different from other motorized vehicles and often cause serious congestion and accidents on roads. An immediate countermeasure to restrict the operation on important roads should be introduced.

- Livestock

Both small and large livestock may be observed pecking or feeding along roads particularly in rural areas. It would be very difficult to restrict their movement but their existence on major roads should be eliminated by some means.

2) Water supply

There are some small scale independent water supply services in a few urban areas in the study region [refer to Annex I(B), Chapter 3]. These systems are inadequate, however, to meet the demand of the serviced areas.

As tourism projects envisaged in the master plan are widely scattered over the whole study region, it is necessary to establish a separate water supply system to each project site.

3) Sewage treatment

As most of the tourism projects will be established along the coast bordering the Sunda Straits where sea water is reputed to be some of the cleanest in Indonesia, it is necessary to avoid contaminating it by discharging untreated wastewater into the sea [refer to Annex I(B), Section 5.2]. This applies equally to the proposed Kur Park which will be located near Lake Danau. It is necessary to introduce well designed wastewater treatment systems at such places as the Beach Resort, Tropical Marine Park and Kur Park. With respect to the Old Banten Site, Country Park and Ujung Kulon projects, the installation of simple treatment facilities such as septic tanks may be adopted because the volume of wastewater may be too small to be treated economically with a high volume system.

4) Power supply

PLN is already supplying electric power by existing transmission lines to the sites of Old Banten, Country Park, Kur Park, and Tropical Marine park projects [refer to Annex I(B), Chapter 4]. It will be necessary, however, to install power supply systems to the Beach Resort and Ujung Kulon projects.

In case of the Beach Resort, two alternatives are suggested either an independent system with diesel generator or a transmission line from an existing substation by high voltage line. The advantage of first alternative is the low construction cost and advantages of second alternative are the security of supply, and the possibility of new electricity supply to non-electrified local towns around the Beach Resort. Furthermore, the noise of diesel generators may disrupt the quiet environment of the beach resort. The JICA Study Team therefore recommends the construction of a transmission line for power supply to the beach resort project.

5) Telephone

Existing telephone exchanges of the digital type operate in Serang and Cilegon, and of the manual type in Pandeglang, Labuan, Menes and a few other towns [refer to Annex I(B), Chapter 2]. It will be quite difficult to link the tourism project sites to the existing exchanges directly because of the distance of the subscribers from the exchanges.

It will be necessary therefore to establish new telephone exchanges or terminals of the digital type at each project site to be connected with the existing digital exchanges in Serang or Cilegon. With such installations, it will be possible to link the new exchanges with the direct dial network for connection with the capital, other parts of Indonesia and the world.

6) Solid waste disposal

Solid waste disposal through public services is presently carried out at the cities of Serang and Pandeglang [refer to Annex I(B), Section 5.1]. Except for the Old Banten Site, where solid waste disposal is expected to be

undertaken by the city of Serang, it will be necessary to plan independent solid waste disposal systems for other tourism projects in the study region.

The two most used methods are by incineration of solid waste and by land filling. It is recognized that the incineration method is costlier than the filling method due to the construction and maintenance costs of the incineration plant.

Adoption of the filling method for solid waste disposal is recommended for the tourism projects for the following reasons:

- Lower construction cost,
- Lower maintenance and operation costs,
- Least air pollution as compared to the incineration process,
- Easy installation of a leach treatment system.

7) Drainage

As the tourism projects are located in areas where heavy rains prevail in the rainy seasons, it is necessary to consider facilities to drain storm water. It is proposed that side gutters and drainage ditches would be designed on the basis of a 5-year return period of the heaviest rain.

Although it is not included in the scope of the present study, it will be necessary to study the need for river improvement in the project area. In any case, there is a need for straightening of some parts of the rivers near the project sites.

6.4.2 Environmental aspects

1) Necessity for environment study

It is understood nowadays that every development projects needs the study of environment impacts in order to realize the really effective and harmonic development. In this report, the preliminary study of impacts on the environment by the tourism development has been done with consideration for the splendid natural environment in the study area and the socio-cultural environment of the area [refer to Annex I(F)].

2) Method of environmental study

The preliminary environment study in this report, stresses the need for countermeasure planning. The contents of this study will provide effective and well-directed materials for the EIA (Environmental Impact Analysis) which must follow this study in accordance with the government regulation enacted in June 1987.

In particular, the results of the socio-cultural interview survey, water quality survey, and survey of fauna and flora in this report will provide useful information for the EIA.

3) Items of environment study

The environment was considered in two categories, the natural environment and the socio-cultural environment. Items of natural environment consist of air quality, water quality, noise and vibration, topographical and geological features, soil contamination, vegetation and animals, protected areas, landscape and so on. Items of socio-cultural environment consist of population, industry, traffic and transport, solid waste, health and sanitation, community constitution and so on.

These environment items must be evaluated one by one with reference to the present conditions of the environment and the scale of impact of the project.

Table 6-2 shows the selection of main impacts that are expected to be caused by the tourism project of this study.

Water quality contamination and disturbance of fauna and flora are considered to be the main impacts in the natural environment and disturbance of religious value, change of life style, growth of local economy, infrastructure improvement and traffic increase in the socio-cultural environment.

Details of impact by each project is described as following.

Table 6-2 SELECTION OF IMPACT BY PROJECT

Potential Impacts	Project Name	Tropical Marine Park	Kur Park	Old Banten Site	Beach Resort	Ujung Kulon & Krakatau Island	Country Park
Natural Environment	Air Pollution						
	Water contamination	⊙	⊙	○	⊙	⊙	⊙
	Noise & Vibration	○					
	Change of Topographical & Geological Features						
	Soil Contamination						
Socio-cultural Environment	Loss of Vegetation & Animals		⊙	⊙	⊙	○	
	Change of Landscape	○			○	○	
	Disturbance of Religious Value			⊙	⊙		
	Change of Culture & Custom			⊙	⊙	⊙	
	Economic Growth	⊙	○	○	⊙	○	○
	Infrastructure Improvement			⊙	⊙		
	Traffic Increase	○	○	○	○	○	○
	Change of Community Constitution						

⊙ Large impact ○ Middle impact

(1) Tropical Marine Park

- Natural environment: sea water contamination by the wastewater discharge from project facilities must be avoided.
- Socio-cultural environment: Positive impact on industrial structure, and changes in economic activities are predicted.

(2) Kur Park

- Natural environment: The Rawa Danau Nature Reserve is located downstream from the project site. In this reserve, the habitats of wild-life and endemic regional vegetation may be observed. Therefore, the indirect influence on fauna and flora of water contamination by the project facilities must be prevented.

(3) Old Banten Site

- Natural environment: The Pulau Dua Nature Reserve located to the northeast of the Old Banten area is a bird sanctuary. As this island is the breeding grounds for a great number of migrant and non-migrant birds, the impact on fauna and flora in this island must be minimized by restriction of admission.
- Socio-cultural environment: Local people who have strong religious sentiments and visitors from outside Java will be concerned at the disturbance of their devotions, life style and properties. Great attention must be paid to this.

Infrastructure improvement in surrounding villages is also important for the success of tourism development in Old Banten.

(4) Beach Resort

- Natural environment: the wild-life living in and around this project site and the secondary forest just like a tropical rain forest are physical assets and disturbance must be minimized. In addition, consideration is needed for the protection of sea water from contamination.
- Socio-cultural environment: considerable positive economic impacts can be expected in this low income area, and especially from the improvement of infrastructure in nearby villages, they will enjoy improvements in their living standards. At the same time too drastic a disturbance of local people's life style, social structure and property must be avoided by suitable measures.

(5) Ujung Kulon and Krakatau Islands

- Natural environment: Ujung Kulon area is an important National Park, in which there are to be found important wild-life species including the one-horned Javan rhinoceros and virgin lowland rain forest. For this reason, the influence on fauna and flora must be minimized. The sea water quality around the coasts of this area is excellent compared with those of famous seas in the world, so impacts on water quality must also be prevented.

(6) Country Park

- Natural environment: The water contamination of Cikedal Lake located adjacent to the project site must be prevented.

6.4.3 Institutional arrangements

It is anticipated that the aforementioned projects will face a number of difficulties not only in operation but also before the commencement of operation. These will include:

- difficulties in negotiation with local people,
- land price speculation,
- disturbance by disorderly development of other projects than the proposed ones,
- difficulty in securing well-qualified and competent employees, and
- limitation of individual and Provincial level promotion activities.

These problems cannot be avoided, nor can they be solved only by careful implementation of the projects.

Accordingly the Study Team proposes the following institutional arrangements to cope with these problems:

- establishment of a region-wide control system for tourism development
- pre-arrangement of land tenure
- promotion of regional cooperative activities in tourism business

1) Region-wide control system for tourism development

It has been observed that land acquisition and the construction of holiday facilities on the west coast have been actively pursued by the private sector. The Carita Beach area in particular has been undesirably influenced

by such activities to the extent that its environment is being spoiled for further development.

To cope with the problem, the Regional Government of Kabupaten Pandeglang has had to establish regulations on environmental protection and management along the Carita Beach and its surrounding areas to prohibit the construction of new buildings and extension of existing ones.

The same thing will happen at other tourist destinations if not controlled in advance. However, it is not practical to prohibit all kinds of construction activities permanently in the entire region, as this would disrupt the daily life of local inhabitants and would be an obstacle to regional growth. In this sense, the regulations applied in Carita Beach can only be regarded as temporary.

In the longer term, therefore, it will be necessary to balance environmental protection and regional development.

Generally, disorderly development causes the following damage:

(1) to the natural environment

- deterioration of the local landscape
- obstruction of panoramic views of the sea
- overuse and pollution of underground water
- pollution of the sea and shoreline

(2) to the human environment

- disturbance of the local people's lives,
- increase of wastes and general environmental pollution,
- disorderly land use, deterioration of drainage and the quality of living,
- disturbance in the execution of regional development programme, and
- increase of exclusive use of beaches.

In the light of the above, it is imperative to control tourism development undertaken by the private sector in order to:

- minimize undesirable impacts, and
- retain consistency with policies for regional development.

As a consequence, commercial facilities, private cottages and villas buildings should be regulated separately. As far as tourism is concerned, the construction of commercial facilities when organized well, can contribute directly to regional growth. In the case of private holiday buildings, their impact on the regional economy is minimal except during the construction stage.

Based on the above considerations, it is proposed that the following control system be introduced in the study region:

- Zoning for tourism land use
- Enactment of regulations for the control of tourism development
- Formulation of master plans by tourist destination








The basic idea of the said system may be summarized as follows:

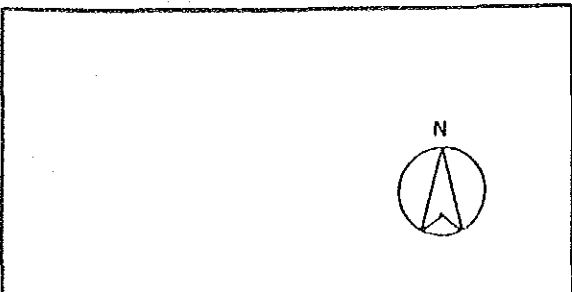
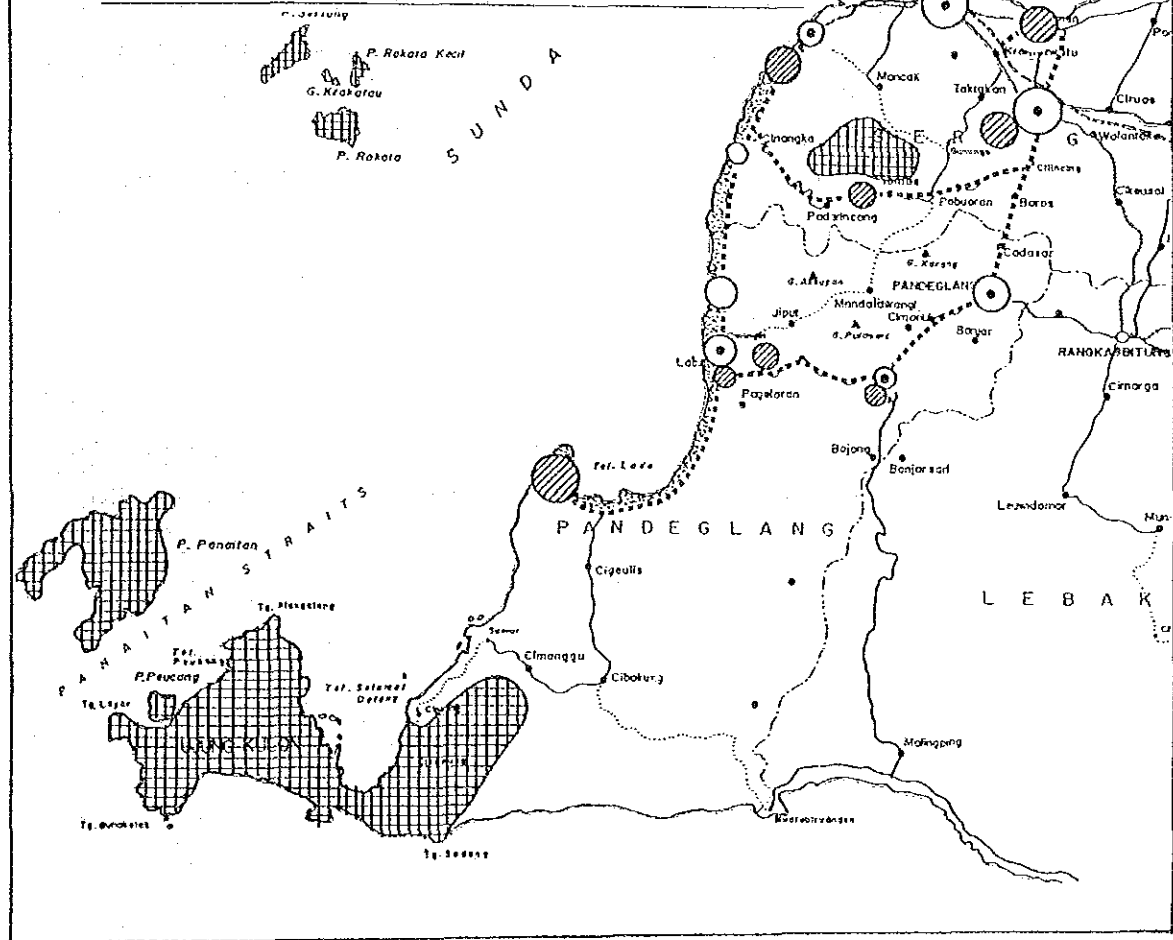
a. Zoning for the control of tourism development

Although a comprehensive land use plan for the target year of 2005 has already been proposed by Public Works Services (DPU), it is suggested that the whole region be divided into the following categories from the point of view of tourism:

- tourist destinations comprising existing and future ones,
- coastal scenic areas,
- buffer zones along primary tourist routes,
- nature reserves,
- local towns, and
- others.

Priority of land use in areas other than the tourism area should of course be governed by the existing comprehensive land use plan. In this respect, zoning for the control of tourism developments is proposed as shown in Fig. 6-19.

Category	Basic Directions
 Existing Tourist Destination	To improve existing conditions and to accumulate tourist attractions
 Future Tourist Destination	To establish new tourist resorts based on its development master plan
 Coastal Scenic Area	To preserve natural scenery with provision of stopover points for tourists
 Buffer Zone of Primary Tourist Route	To preserve desirable environment along primary tourist route
 Nature Reserve	To conserve nature with offering comfortable opportunity of stay to tourists
 Local Town	To intensify town functions and industries to improve local living standard
 Others	To pursue their essential purpose in accordance with the designated land use



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Fig. 6-19
 ZONING FOR THE CONTROL OF TOURISM
 DEVELOPMENT

b. Basic concept for the proposed regulations

The following are the basic concepts suggested for the proposed regulations for control of tourism development:

a) Existing/future tourist destinations

- Commercial tourist facilities and private Cottages and villas should be allowed to be constructed in accordance with the regulations and the development master plan of each destination.
- However, priority should be given to public tourist facilities.

b) Coastal scenic areas

- Construction of private cottages and villas should be allowed outside specified areas in accordance with detailed regulations, but commercial facilities should be excluded in order to concentrate tourist attractions in specified areas.

c) Buffer zones along primary tourist routes

- Private development should be prohibited within the zone to prevent encroachment in the interests of safety and free movement of traffic.
- The width of the zone will vary depending on conditions but in general, it should provide a clear space of at least, 20 m on each side of the road.

d) Nature reserves

- Private tourism development shall be prohibited, though private sector operators may be required for some of the facilities.

e) Local towns

- As coordination among various land uses is essential in towns, tourism development should be allowed in accordance with city plans and encouragement given to improvement of facilities for travellers/tourists.

f) Others

- Tourism development should be allowed, where it will not disturb essential land use and will meet the regulation.

The following items should be included in the regulations:

- Building coverage, maximum height and the style of architecture by zone.
- Obligation to allow public right of way between beach and public road at tourist destinations in accordance with the development master plan of each destination.
- Obligation to keep the sites of tourist facilities and their surrounding clean.
- Prohibition of enclosing beaches for exclusive use.

c. Development master plan of tourist destination

It is essential to formulate a development master plan for each tourist destination in addition to the regional master plan in order to control and induce development projects appropriately.

Concerning the future tourist destinations proposed in this study, the physical plan formulated as presented in 5.1 of the Main report of the Implementation Programme for redevelopment of Carita Beach and in Annex I.6 could function as the above master plan.

For other destinations, new master plans will have to be prepared by DGT on similar lines.

- The plans should be at a scale of approximately 1:5,000.
- It is necessary to designate land uses for tourism and the main road system.
- Specifications for developments should be provided as necessary.

2) Pre-arrangement of land tenure

Recently, fairly large properties at tourist destinations in the study region, especially in the seaside areas, have been purchased by private sector corporations or individuals and the prices of land have gone up rapidly. It is possible that land speculation has already started in the seaside areas in the region.

If land prices rise too high through speculations, the return on the investment for development would not match the land acquisition cost. This could seriously disturb the orderly development of tourism in the region.

To avoid such a situation, it is necessary for the government to enact appropriate regulations and/or laws to prevent land price speculation in the region.

To discourage land price speculation, it will be necessary to initiate, in advance, some policies on land use, taxation, issuance of land titles, land prices etc.

(1) Policies on land use: [refer to 6.4.3 1)].

(2) Taxation policies

To discourage land price speculations, there are two basic ways of using taxation to control land price speculation:

a. Property tax

- a higher rate of property tax should be levied on privately owned land which exceeds a certain size, and/or a higher rate of property tax should be levied on land owned by private enterprises and improperly used.
- a higher rate of the property tax should be levied on newly obtained land, which exceeds certain size and for which the owners' purposes of holding the property are not acceptably defined within the regional or local master plan.

b. Income tax

- a higher rate of income tax should be applied to income from disposal of short term land holdings.

(3) Policy on issuance of land titles

- for newly obtained lands, the land title of "Hak Milik" (the right of ownership) should not be issued if the purpose of land use is not consistent with the aforementioned zoning.

(4) Policies on land prices

If land priced speculations continue despite implementation of the above policies, the purchasing prices of land for tourism development should be fixed during the period of the major developments concerned.

To implement this policy, could require very complicated procedures and, furthermore, opposition to this policy may arise from land owners who do not intend to speculate in land. In these cases, it may be sufficient to publicize suitable standard land prices for typical categories of land in the region and to prohibit land dealings if prices significantly exceed the above standard ones.

However policies on land price speculations should not be allowed to discourage the private sector from developing tourism projects in the region as long as land dealings are appropriately made.

3) Pre-arrangement of land tenure for the tourism development

In view of current land price speculation in the seaside areas of the west coast, it would be best for the government to arrange the land for tourism development while the price of the land remains within reach and before expectations become inflated.

If the owners of land, which has been designated for tourism development by the authorized development plan, do

not wish to release the land it may be necessary to negotiate with them with the following incentives so as to encourage them release the land at reasonable prices:

- a reduced rate of income tax would be applied to income from the disposal of the land.
- some assistance would be provided to them to transfer to an other area, and to facilitate their employment.

4) Promotion of regional cooperative activities in tourism business

As mentioned before, the regional cooperative activities are essential to improve the operational aspect of tourism business in the study region.

To cope with existing problems pointed out in the foregoing study, the following activities are to be emphasized:

- Promotion of tourist destinations in the region,
- Development of souvenirs and cuisines full of local color,
- Improvement of regional operation standards in tourist facilities,
- Improvement and protection of the environment,
- Promotion of educational activities.

Regional joint promotion is presently handled by the West Java Chapter of IHRA (Indonesian Hotel & Restaurant Association). This is, however, at the provincial level and is sponsored mainly by the government.

Although there is a subdivision of IHRA in the study region, it is too small to undertake active cooperative activities at the regional level.

After the completion of the first stage of tourism development proposed in this study, cooperative activities, may become practical when tourist business in the region increases in quantity, as well as in quality.

To realize these activities, the following actions by the government will be needed:

- to establish a new regulation under which all tourism operation bodies will join the regional sub-division of IHRA and pay annual membership fees comprising a fixed fee and a proportional fee according to their annual sales amount.
- to assign some able executive staff to administer the regional sub-division and to provide a subsidy to the association in order to promote its activities.

The regional tourism association could be expected to undertake the following cooperative activities:

(1) Public relations

Joint promotion is needed to advertise the whole region as tourist products after the completion of the proposed priority projects.

There is no doubt that attractive brochures or handy pamphlets will be effective in attracting tourists. The establishment of such an information system as road signs and an information center will be also helpful to promote tourism and provide a better impression to tourists.

In addition, particular attention should be paid to publicity through the mass media.

Such publicity will provide information to users more effectively than paid advertisements because of its reliability and objectivity.

To promote such publicity, it is necessary to undertake regional activities worthy of notice and to announce them appropriately.

(2) Development of souvenirs and cuisines

At present, it is very difficult to find any souvenirs of regional identity or to enjoy local cuisine in the region.

Although there is a great variety of local handicraft products, their quality still needs to be improved. There are also few opportunities to enjoy even Sundanese cuisine, which is supposed to be very popular in this region and to be enjoyed by visitors.

The improvement of tourist products and cuisine should be undertaken under the leadership of the association with the government assistance.

The success of the tourism development will not be limited to a few businesses, and the whole tourist industry in the study region will benefit from its impact.

(3) Operation standards

The operation standards of tourist facilities in the region is relatively low.

Since the level of maintenance in particular is rather low most tourist facilities and their surroundings are now less attractive than they should be, even if they were originally well constructed.

It is desirable to maintain buildings, furniture and surroundings neatly to convey the impression of good management.

Particular efforts are required in this region, to make up for the scarcity of outstanding tourist resources.

Furthermore, it is essential to provide the right manner of service in a broad sense, as was pointed out in the tourist survey. In particular, the vendors give a bad impression to many tourists.

To solve those problems, it is necessary for the government to repeat the regional campaigns for improvement and to undertake training of the people engaged in tourism.

Such activities are also needed to be promoted by the regional association so as to maintain a good reputation of the region among tourists.

(4) Environmental management

The tourist industries should extend full cooperation to the government in protecting the environment of the region.

- Tourists are apt to leave litter. This needs to be counteracted by provision of litter bins and daily clearing and cleaning.

- Environmental conditions of the region have great influence on tourists, whose impressions are spread from mouth to mouth. A satisfied tourist is a better advertisement than thousands of leaflets.

Therefore, great attention should be paid to environmental protection from the following aspects:

- to minimize and control harmful actions generated by tourists, and
- to establish and maintain better environment.

In this regard, the regional association should take the lead in promoting such movements as shown in Table 6-3.

Table 6-3 COOPERATIVE ACTIVITIES CONCERNING ENVIRONMENT

Purpose	Activities to be proposed
Minimization of disadvantages	<ul style="list-style-type: none"> - To promote a "Keep Banten clean" campaign. - To undertake general tourist destination scavenging (especially surroundings of tourist facilities, public sites, etc.) in cooperation with the operation bodies of the tourist business. - To donate a refuse-burner and litter bins to public recreation parks and other public sites.
Establishment of better environment	<ul style="list-style-type: none"> - To plant the roadside of tourist routes and public spaces with tress and flowers. - To cooperate in the improvement of public recreation parks and other public sites. - To replace broken guideposts. - To establish an environmental map at each tourist destination and to undertake yearly check.

(5) Educational activities

In regard to the educational aspects in tourism, the following problems have been noticed in the study region:

- poor adaptability of local people to employment in tourist industries, particularly in service trades such as hotels and restaurants.
- few opportunities for employment in tourist industries.

At present, most employees, especially middle and senior staff, are recruited in large cities like Jakarta, because local people are generally poorly educated and also are not familiar with service trades.

On the other hand, concerning the present employment situation, a limited number of people can attend training in Bandung or Jakarta, but most of them are trained only through practice.

There is a need to establish a comprehensive training system in the study region in order to provide more opportunities of employment in tourist industries to local people and of training to employees.

As financing may be an obstacle to this, the following system is proposed to cope with the financial constraints:

a. Training of local people

For training of local people, it is necessary to prepare two types of courses, because of the differences in their educational background:

a) Vocational education during school vacations

It is recommended that the following opportunities be provided to students and/or people with basic education.

- Those students who desire to have a vocational education are assigned to certain fields through the good offices of the regional association of tourist industries.

- Those people who have already finished compulsory school can also have the same training if they request.

b) Practical training for local people lacking basic education

The preparation of the following training system should to be prepared by the regional association in order to give a chance to local people lacking basic education.

- To establish a night training school, to which people working by day can be admitted, if they have a strong desire to have training.
- To give some incentives such as the provision of scholarships and the introduction of job opportunities according to the efforts and the results of students.
- To train students focussing on professional practices.

a. Training of employee

The training of employees engaged in the tourist industries is essential not only for better service to tourists, but also for their own development and promotion.

The regional association should play a part in promoting training from the following aspects with the strong assistance of the government.

a) Encouragement of group study

As such formal training as mentioned below cannot often be provided for practical reasons, it is very important to encourage daily group study at the place of work.

With view to promoting such group study the regional association should make the following efforts:

- To make employees aware of the existing problems.
- To assist in group study by providing information and temporary lecturers.

According to information obtained, such activities can already be observed in some of the art villages in Bali.

b) Provision of formal training

Besides the daily study mentioned above, a formal programme is needed for professional training of employees.

This should be carried out in the following way:

- It should be held in the off-season in order to accommodate many attendants.
- To focus on practical aspects by introducing case studies in the study region as well as in other regions.

- To invite not only professionals but also participation by tourists in order to get practical feed-back and advice.
- To impose obligation and to provide incentives to attendants in the promotion of these activities.
- To provide opportunities for interaction between attendants to enhance mutual stimulation.

CHAPTER 7

**OPTIMUM STAGE PLAN AND
PRIORITY PROJECTS**

CHAPTER 7 OPTIMUM STAGE PLAN AND PRIORITY PROJECTS

7.1 Concepts and Criteria

7.1.1 General Concepts

Preparation of the stage plan was directed at:

- developing projects which were consistent with each other,
- satisfying the demands of tourism,
- avoiding any concentration of investments within a limited period, and
- minimizing harmful impacts on the social and natural environment.

These factors had to be taken into consideration in the planning stage so as not to disrupt the smooth process of regional development. In particular:

1) Period of development

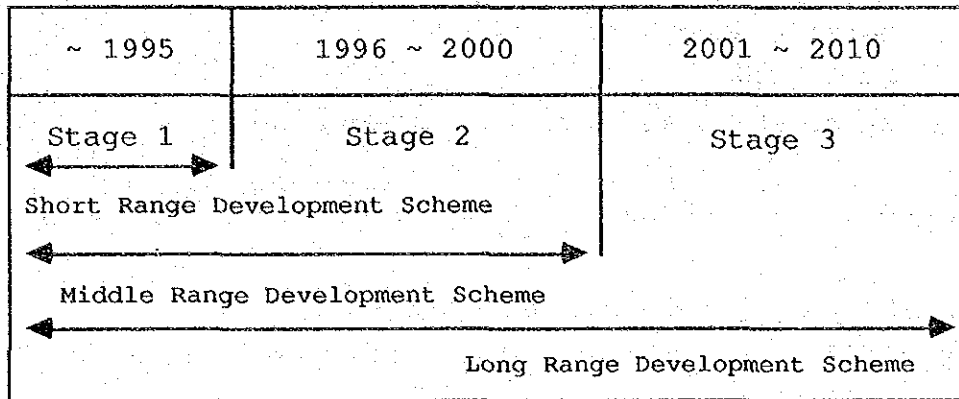
In the master plan, tourism development in the project area has been targeted for the year 2010* with commencement of construction beginning in 1992 at the earliest. To meet this target, it is necessary to initiate preparatory works according to the following schedule.

1988*	Pre-arrangement for development requirements
1989	Formulation of basic design
1990) Formulation of detailed design
1991	
1992	Commencement of construction works

(*) A year adopted in this Chapter shows fiscal year.

The overall stage development envisaged in the long range scheme would be broadly as shown in Fig. 7-1.

Fig. 7-1 DEVELOPMENT STAGES UP TO THE YEAR 2010



2) Development scale

The development scale of each potential project should be so planned as to provide adequate convenience and amenities to visitors. It is also necessary to envisage the proper size of facilities at every stage of development for sound management of the projects.

Based on the above consideration, the Study Team divided each project into a certain number of development units, which can be implemented independently. The details of the development units are given in Annex I(E), Chapter 3.

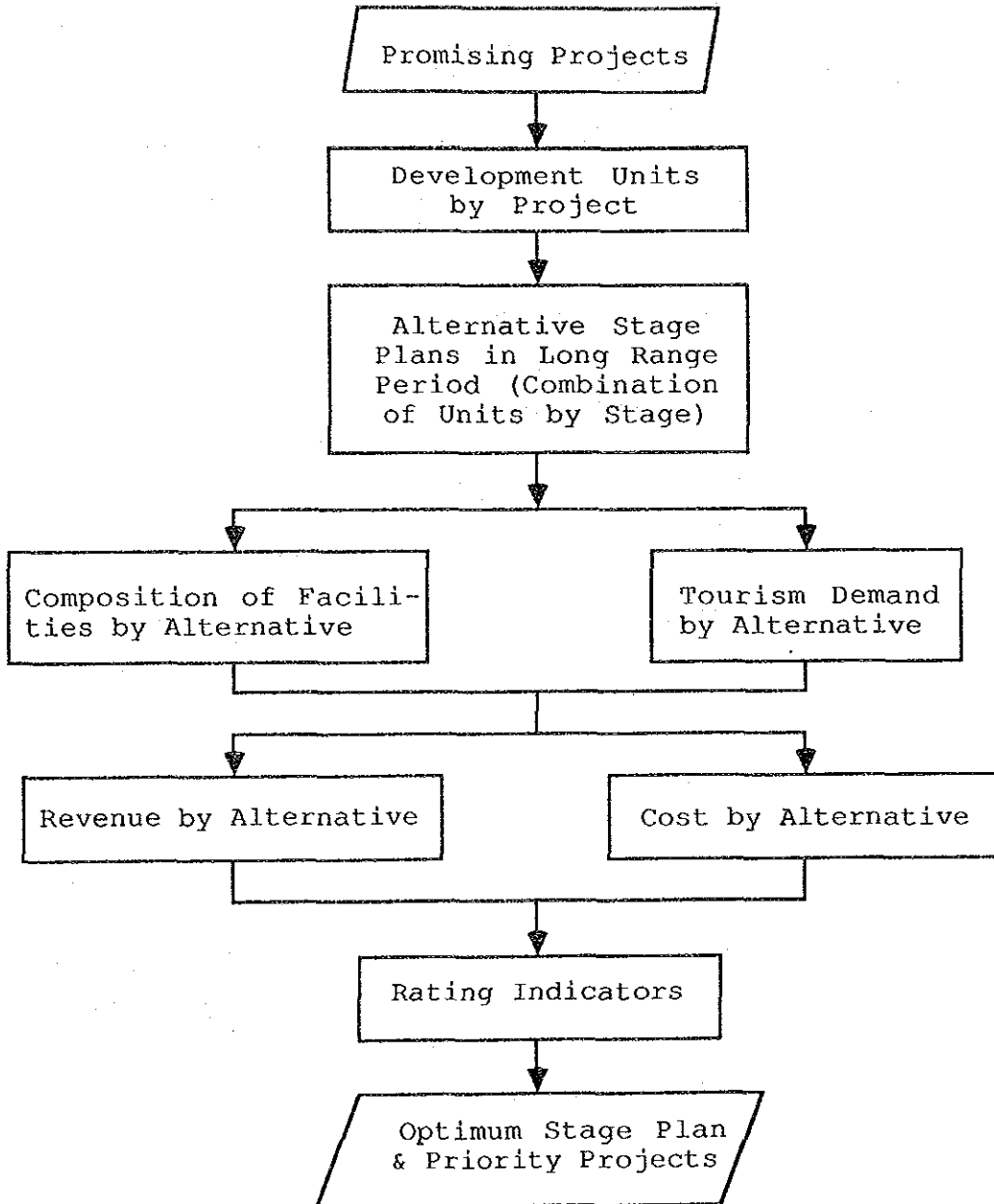
3) Development pace

A fast development of tourist facilities has generally had adverse impacts on the social and cultural environment of the areas in which such facilities are constructed. To minimize such impacts, it is necessary to develop projects gradually according to a carefully drawn implementation programme.

7.1.2 Approach to the study

The approach to the study was developed from the above-mentioned concepts as outlined in the flow chart shown in Fig. 7-2.

Fig. 7-2 APPROACH TO THE STUDY ON PRIORITY PROJECTS



7.1.3 Criteria for rating

To compare the stage plans comprehensively, the following ten (10) indicators were prepared in consultation with the Indonesia side. The positive criteria are derived from the aforementioned objectives of tourism development.

National benefits

- Acquisition of foreign exchange
- Recreation benefits

Regional benefits

- Job opportunities
- Multiplier effects

Environmental preservation

- Impacts on natural environment
- Socio-cultural impacts

Operation and management of project

- Cost and ease of land acquisition
- Development costs
- Financial feasibility
- Flexibility of carrying capacity
(Capacity of infrastructure)

Furthermore the weighting of each indicator was fixed in consultation with the Indonesian side as shown in Table 7-1.

Table 7-1. WEIGHTING OF THE PROPOSED INDICATORS

Weight	Indicator
3	<ul style="list-style-type: none"> - Acquisition of foreign exchange - Job opportunities - Impacts on natural environment - Socio-cultural impacts
2	<ul style="list-style-type: none"> - Multiplier effects - Recreation benefits - Cost and ease of land acquisition
1	<ul style="list-style-type: none"> - Development costs - Financial Feasibility - Capacity of infrastructure

1) Acquisition of foreign exchange

- The amount of foreign currencies acquired by the projects is equivalent to the expenditure by foreigners in the project areas.
- Included in such expenditure are hotel and restaurant expenses, expenses for facilities, shopping expenses and transportation expenses.
- The total amount of foreign currency acquired is calculated by multiplying the total expenditure by the ratio of foreigners to the total demand.

2) Job opportunities

- For job opportunities, it is usually necessary to study not only employment for operation, but also employment generated by the project implementation.
- However, the latter can be ignored in rating alternatives because of equality between them, if all of

the aforementioned projects are to be implemented by 2010.

- The former can be figured out year by year in accordance with the size of projects.

3) Impacts on natural environment

- Although careful attention must be paid to the impacts of development on the natural environment, the impacts will be mainly the result of the pace of development, as far as a stage plan is concerned.
- Projects of a large scale or in a sensitive environment, if developed intensively over in short period, may quickly do damage to nature.
- Especially, the first stage of development is more serious than later ones because of lack of practical data on the site.
- Based on the above, the criteria shown in Annex I(E), Chapter 3 are proposed for rating.

4) Socio-cultural impacts

- Regarding the matter of socio-cultural impacts from a stage plan, the pace of development will be the main criterion to be taken into consideration.
- Large scale projects and of new recreation styles are apt to cause great impacts on a local area if developed intensively over a short period.
- In particular, the first stage of development is more serious than the later ones because of unfamiliarity of local people on such undertakings.
- The criteria shown in Annex I(E), Chapter 3 are proposed for rating.

5) Recreation benefits

- The recreation benefit can be measured through the expenditure of domestic tourists in the project areas.
- Expenditure will include hotel & restaurant expenses, expenses for facilities, shopping expenses and transportation expenses.

6) Multiplier effects

- The multiplier effects may be divided into two categories; one is the economic effect of investment in the project areas, and the other is the economic effect of consumption expenditure by tourists.
- The structure of economic effects should be based on the structure of industries in the region.
- Since such data cannot be obtained for the region, national data on industrial structure were used in substitution in the form of the Indonesian Input-Output table given in Annex I(E), Chapter 3.

7) Land acquisition

- In order to avoid problems arising from land speculation and troubles during negotiations, it is desirable to purchase all land requirements in the first stage of development, even if the projects are still being formulated. The advantages of pre-arrangement of land however have to be weighed against the financing costs.
- From this viewpoint project implementation over a long period is less advantageous than one implemented more quickly.
- Some differences in land acquisition conditions may be noted between the projects.

- The problem will be most serious with the Tropical Marine Park (48 ha), Kur Park (22 ha) and Country Park (20 ha) in terms of magnitude. On the other hand, there should be no major problems involved in the Ujung Kulon project. Since most of the land for the project is owned by the Government and can be leased from it, if the development programme is accepted by DIT. PHPA (DGF).
- Based on the above considerations, criteria for land acquisition are proposed as shown in Annex I, Table I(E)-8.

8) Development cost

- As the total development cost is nearly the same for all alternative plans estimated at current prices as of Oct. 1986, the question remaining is the degree of concentration of development investment at certain stages.
- The highest development cost investment in one stage will serve as the criteria for rating.

9) Financial feasibility

- Among several methods for financial analysis, the Internal Rate of Return (IRR) method is the most reliable one and is often used in the financial evaluation of investment projects.
- The IRR is determined by finding the discount rate which makes the Net Present Value of cash flows during the project equal to zero.
- Financial feasibility, in general, has been analyzed project by project, but at the request of the Indonesian side for rating the Financial Internal Rate of Return

(FIRR) of combinations of projects have been figures out.

10) Capacity of infrastructure

- Although it would be possible to establish all kinds of infrastructures within or together with the project, there would be risks especially in the first stage of development.
- The degree of such risks will depend on the size of the project and the duration of implementation because each project has a high dependence on infrastructures.
- There will be a certain flexibility in meeting this requirement if a project is developed gradually.
- The ordinal criteria are explained in Annex I(E), Chapter 3.

7.2 Alternative Stage Plans

Alternative stage plans were elaborated for comparison by the following procedure:

- Each project in the master plan was apportioned to a development unit for implementation in the long range development scheme.
- A number of development units were put together to examine their combinations.
- Various alternatives were eliminated after assessing their appropriateness in relation to the pace of development.

7.2.1 Basic consideration

It is needed to notice that problems may arise from the pace of development in the stage plans during each stage of execution.

Too quick implementation may result in over capacity of facilities in the early stages, while too slow implementation may require accelerated execution at a later period.

Thus it is necessary to control the quantum of development at each stage of the implementation to maintain a sound balance of development.

With the proposed target capacity of the projects to be attained by the year 2010, the Study Team has enumerated a number of requirements needed at each stage of development. The assumption on which this formulation is based is that the cumulative capacity of all developed projects in Stages 1 and 2 should not be more than twice and no less than half the capacity in case of constant development throughout the long range.

Based on the above, the range of stage plans to be considered is given in Table 7-2 and the requirements of the project capabilities by stage are given in Annex I(E), Chapter 3.

Table 7-2 REQUIREMENTS OF STAGE PLANS

	(Persons)					
	Stage 1		Stage 2		Stage 3	
	Day- use	Over- night	Day- use	Over- night	Day- use	Over- night
Total capacity developed in case of constant pace	4,150	620	11,100	1,640	24,900	3,700
Upper limit of total capacity to be allowed	8,300	1,240	22,200	3,280	24,900	3,700
Lower limit of total capacity to be allowed	2,100	310	5,550	820		

Remark: /1: Refer to Annex I(E), Fig. I(E)-1.

7.2.2 Alternative stage plans

Sixteen (16) representative plans combining projects by development unit were formulated by taking into consideration the various problems involved in the stage plans as explained in the previous section.

Fig. 7-3 shows the 16 possible alternative plans in which the six proposed projects can be either realized together or separately in the three stage period. The implementation time of each stage is assumed to take one to three years depending on the projects to be included in the middle period of each stage as shown in Fig. 7-3. The cumulative capacity of the projects in each stage will be as described in Annex I(E), Table I(E)-10.

Fig. 7-3 ALTERNATIVE STAGE PLAN IN THE LONG RANGE PERIOD (SITES OF BEACH RESORT "C" & "D")

Alternative	Project	Stage 1			Stage 2			Stage 3		
		1992	1993	1994	1997	1998	1999	2004	2005	2006
10	T. Marine Park									
	Kur Park				2-3	2-4				
	Old Banten S. Beach Resort Ujung Kulon Country Park						1-2			
11	T. Marine Park									
	Kur Park									
	Old Banten S. Beach Resort Ujung Kulon Country Park						1-2			
12	T. Marine Park									
	Kur Park									
	Old Banten S. Beach Resort Ujung Kulon Country Park						1-2			
13	T. Marine Park									
	Kur Park									
	Old Banten S. Beach Resort Ujung Kulon Country Park									
14	T. Marine Park									
	Kur Park									
	Old Banten S. Beach Resort Ujung Kulon Country Park									
15	T. Marine Park									
	Kur Park									
	Old Banten S. Beach Resort Ujung Kulon Country Park									
16	T. Marine Park									
	Kur Park									
	Old Banten S. Beach Resort Ujung Kulon Country Park									

(*) The figures show the development units of each project to be constructed.

7.3 Optimum Stage Plan and Priority Projects

Tourism demand for the projects is conceived to vary according to the alternative stage plan as follows:

- If no new projects are developed, the demand in the region will increase at a natural growth rate of 2%^{/1} per annum.
- Development of a new tourist destination creates an additional stop-over point. Visitors will have more chance to stop-over and this will increase the total tourist demand in the region.
- The accumulation of tourist attractions in the region will bring about positive interaction between tourist destinations. In this study, the percentage of that effect in the total demand in 2010^{/2} is assumed as 20%, when fully developed.

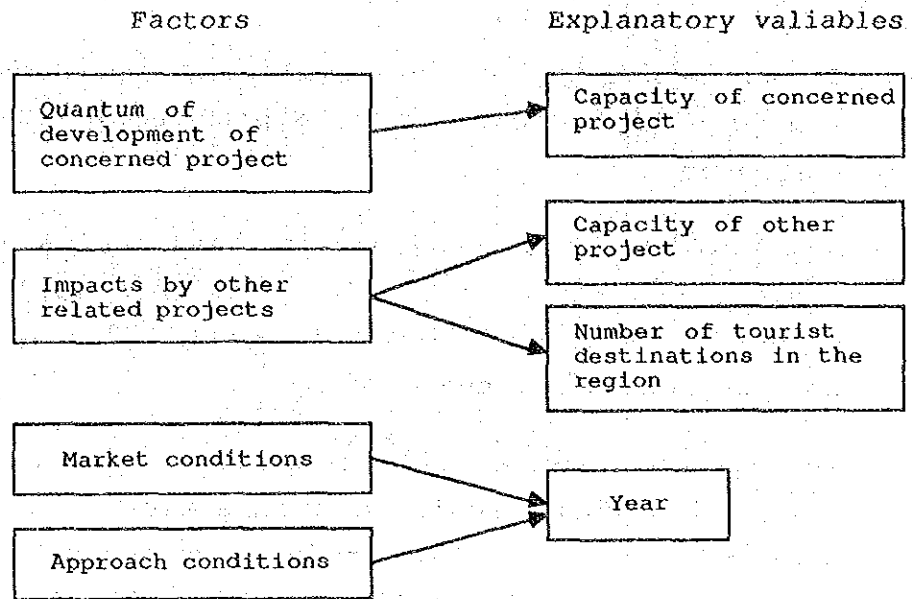
7.3.1 Basic data for rating

1) Tourism demand

Tourism demand will increase year by year in accordance with various changeable factors [see Fig. 7-4].

Notes: ^{/1} Average annual growth rate in West Java (1984-2010) is $3.43\% \times 0.6 = 2.058$ (rounded 2.0%)
^{/2} Refer to Table 5-11.

Fig. 7-4 EXPLANATORY VARIABLES IN TREND OF TOURISM DEMAND



The Study Team has formulated the following demand forecast model to incorporate the above ideas:

$$\begin{aligned} VT_{ij} &= V1_{ij} + V2_{ij} + V3_{ij} \\ &= P_j \times V1_{i,1984} + Q_j \times r_j \times V1_{i,1984} + V3_{ij} \end{aligned}$$

$V1_{ij}$ = Demand for existing attraction in destination (I) in the year (J) based on natural growth

$V2_{ij}$ = Demand for existing attraction in destination (I) in the year (J) induced by new projects

$V3_{ij}$ = Demand for a new project in destination (I) in the year (J)

VT_{ij} = Total demand for destination (I) in the year (J)

P_j = Natural growth rate since 1984

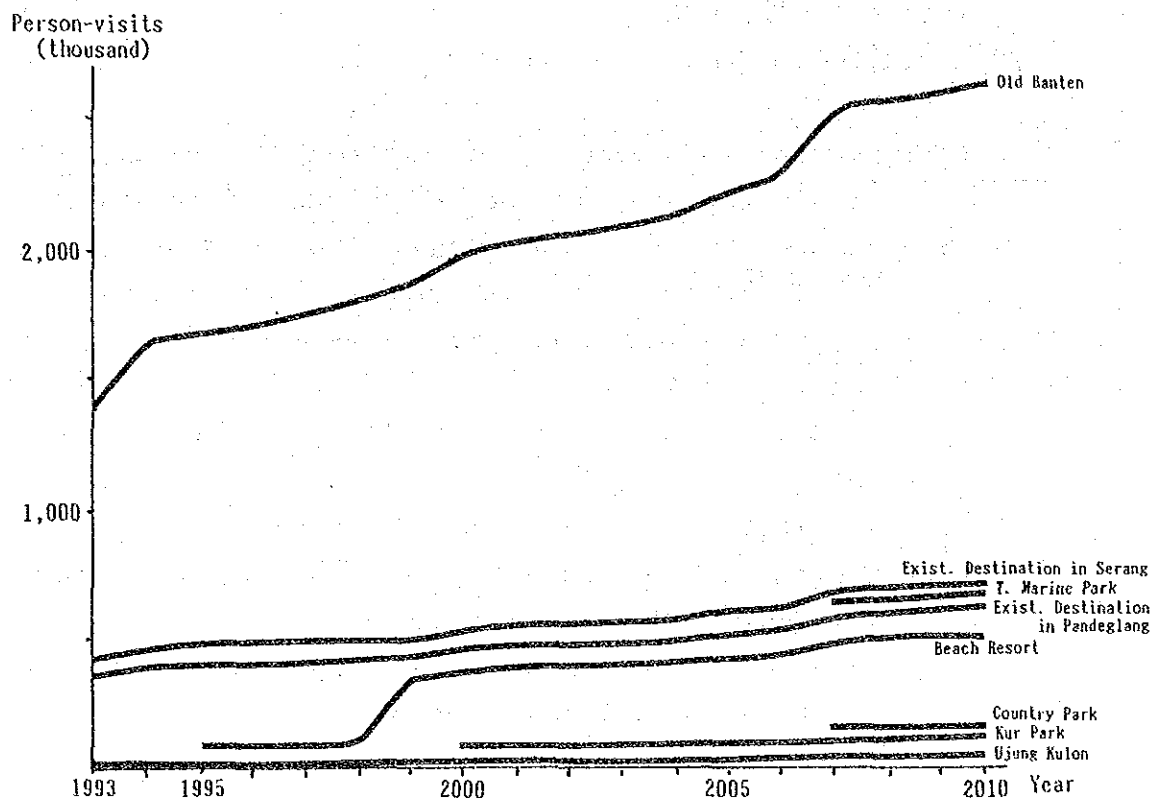
Q_j = Growth rate generated by enlarged opportunities for stop-over use since 1984¹

r_j = Growth rate generated by accumulated attractions within projects

Notes: ¹ Although the average number of stop-over places in one trip by Indonesians is 1.41² at present, it is assumed to reach 1.5, if new tourist destinations are developed within the study region.

² Refer to Page 5-43.

Fig. 7-5 TREND OF TOURISM DEMAND IN CASE OF ALTERNATIVE-3
(BEACH RESORT: SITE "C" = CASE C)



2) Facilities to be developed

The series of facilities as shown in Annex I(E), Chapter 3 will be developed by unit in accordance with the aforementioned stage plans.

3) Development cost

Construction costs and land acquisition costs were estimated as shown in Annex I, Table I(E)-11 on the basis of unit price data obtained during the study. In

addition, some compensation costs are allowed for in the land acquisition costs in the FIRR analysis.

4) Revenue

Revenue from the operation of projects is calculated by the following formula:

$$R_{i,m} = B_{i,m} \times VT_i$$

$R_{i,m}$ = Revenue of item M in project I

$B_{i,m}$ = Average expenditure per person of item M in project I

VT_i = Total number of visitors in project I

Tourists' expenditure normally comprises the costs of accommodation, food and drinks, facility charges, shopping, transportation etc. The average expenditure per person is assumed as shown in Annex I, Table I(E)-13. The figures were prepared by reference to the results of a survey by the Study Team. However, the figures used for the following simulation are taken as 70% of the mean values of the said indices for a conservative estimate.

5) Employees

The number of employees who will be engaged in the tourist industry in the study region in 2010 is estimated at more than 4,700 people.

In the meantime the numbers that will be employed will depend on the scale of development and the demands arising from that [refer to Annex I, Table I(E)-14].

6) Operation costs

Running costs for the operation of projects can be classified into the following items:

- Labor costs
- Direct material costs
- Utilities and oil costs
- Administration costs
- Repair costs
- Sales promotion costs
- Taxes (excluding income tax)
- Depreciation costs

Basic data for estimation of operation costs are prepared with reference to the results of the questionnaire survey made during the field investigation [refer to Annex I, Table I(E)-15 for the basic data on these costs].

7.3.2 Optimum stage plan and priority projects

The simulation study for rating the alternative stage plans was made based on the aforementioned ideas and data.

In this study, 28 years from 1993 to 2020 were covered so that the effects of the later implemented projects can be adequately assessed.

As noticed in the final results of the overall rating⁴¹ in Table 7-3, the following can be pointed out:

- Alternatives with high scores in the economic aspects, in general are lowly rated in environmental aspects,

Notes: ⁴¹ To synthesize individual rating, common scores ranging from 1.0 to 5.0 are provided in proportion to the primary ones shown in Annex I, Table I(E)-16.

while those with high scores in environmental aspects are lowly rated in economic aspects.

- The alternatives with low pace of development in the first two stages, in general, are given lower marks.
- The alternatives in which more than two units of Beach Resort and Tropical Marine Park are developed in the last stage are at disadvantage in rating, because of their shorter operation period.

Table 7-3 FINAL RESULT OF OVERALL RATING

Alt.	FE (3)	JB (3)	NE (3)	SC (3)	ME (2)	RB (2)	LA (2)	DC (1)	FF (1)	PI (1)	Total
1	3.8	3.7	1.4	5.0	2.3	1.9	4.3	1.6	4.4	1.7	66.5
2	3.9	4.0	1.4	5.0	2.5	2.0	5.0	3.2	4.7	1.0	70.5
3	5.0	5.0	1.0	4.7	3.3	2.7	5.0	4.7	5.0	1.1	79.8
4	1.8	1.7	5.0	3.3	2.4	2.6	1.0	3.8	1.0	5.0	57.2
5	2.1	2.1	5.0	3.3	2.8	3.0	1.0	2.7	1.3	4.9	59.5
6	4.2	3.9	4.0	2.4	4.2	4.2	1.0	1.0	2.0	4.0	69.5
7	4.3	4.3	3.3	1.6	4.5	4.5	2.3	1.0	2.4	3.3	69.8
8	4.8	5.0	3.0	1.6	5.0	5.0	2.7	1.0	2.8	3.1	75.4
9	1.0	1.0	3.9	4.7	1.0	1.0	3.0	1.1	1.7	3.9	48.2
10	1.4	1.4	4.2	4.4	1.7	1.8	2.0	5.0	1.3	4.3	56.0
11	1.3	1.2	3.9	4.7	1.3	1.3	3.0	1.2	1.9	3.9	51.1
12	1.7	1.8	3.7	4.4	2.1	2.2	2.3	4.9	2.1	3.7	58.8
13	3.8	3.3	3.9	3.3	3.5	3.5	2.0	4.6	1.8	3.9	71.1
14	4.0	3.7	3.5	1.6	3.8	3.8	2.0	3.6	2.1	3.7	66.9
15	4.4	4.3	3.2	1.6	4.3	4.3	2.3	2.1	2.6	3.7	70.8
16	4.5	4.6	3.2	1.0	4.5	4.4	2.3	1.4	2.6	3.6	69.8

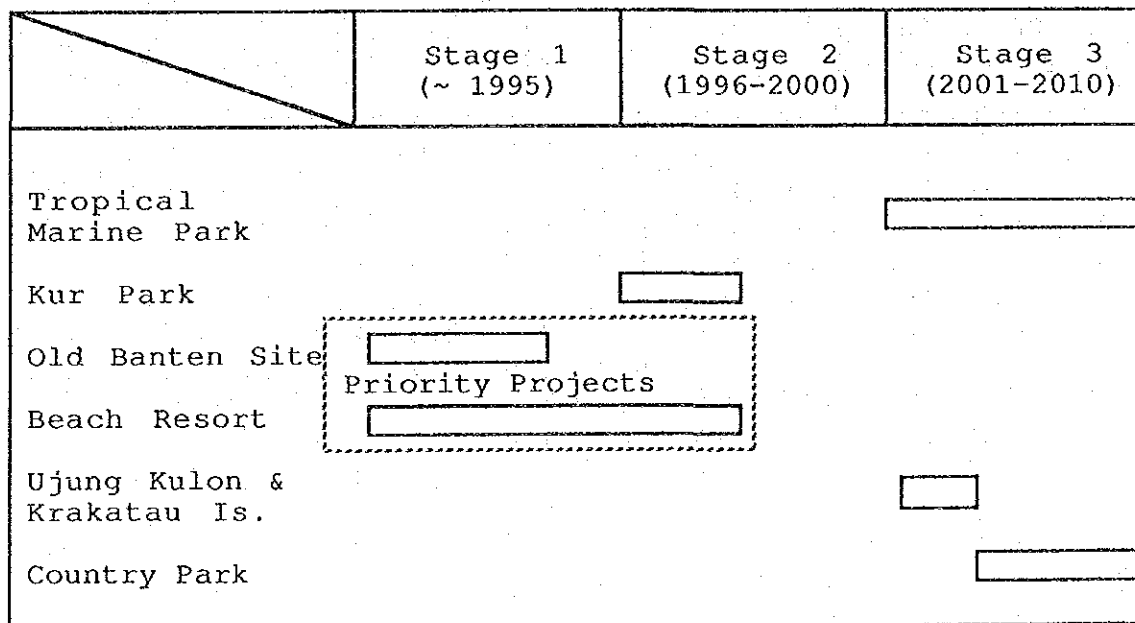
Remarks: (): Weight Allocation
 FE = Acquisition of foreign exchange
 JB = Job opportunities
 NE = Impacts on natural environment
 SC = Socio-cultural impacts
 ME = Multiplier effects
 RB = Recreation benefits
 LA = Land acquisition
 DC = Development costs
 FF = Financial feasibility
 PI = Capacity of infrastructure

In conclusion, the highest rating score is obtained by Alternative 3, the so-called "one by one development staging" in which Old Banten Site and the Beach Resort are developed first, followed by other projects at later stages.

Consequently, the following are recommended to be the priority projects for which the implementation programme will be prepared [See Fig. 7-6].

- Old Banten Site (Units 1 to 3)
- Beach Resort (Units 1 to 2)

Fig. 7-6 OPTIMUM STAGE PLAN AND PRIORITY PROJECTS



CHAPTER 8

RECOMMENDATIONS AND CONCLUSIONS

CHAPTER 8 RECOMMENDATIONS AND CONCLUSIONS

8.1 Overall Evaluation

Tourism development envisaged in the Master Plan is expected to fill a gap, through attaining its objectives, in a balanced regional development in West Java. The six tourism projects are strategically spread all over the western part of West Java and when implemented will serve to promote social and economic development in and around localities where they are located. All the projects will have minimal impacts on the natural environment of the region as preventive measures have been carefully considered to avoid any harmful effects on the ecology and fauna and flora as well. Although the life style all local population may change with the influx of domestic and foreign visitors to the region, the positive effects of development such as creation of job opportunities, construction of basic infrastructure, raising of income could benefit the majority of local inhabitants.

8.2 Objectives

The six tourism projects envisaged in the master plan are to be implemented until the year of 2010. The rationale behind this planning, the costs involved in their construction, the expected gradual increase of visitors over the planned period, the demands of additional recreation sites are from (1) increase of population, (2) longer times for leisure, (3) increase in incomes, (4) awareness of maintaining good health conditions and, (5) last but not the least increasing foreign exchange by promoting international tourism in the area.

8.3 Stage Implementation

To meet the above and other objectives, it is recommended to implement the six tourism projects in three stages over a period of 1992 to 2010. Stage 1 will cover the period from 1992 to 1995, Stage 2 from 1996 to 2000 and, Stage 3 from 2001 to 2010. For the two priority projects of Old Banten Site and Tanjung Lesung Beach Resort, the former will be completed in Stage, while the realization of the beach resort will be spread over Stages 1 to 2. The Kur Park project will be implemented in Stage 2 (1996 - 2000) while the remaining three projects, Tropical Marine Park, Ujung Kulon & Krakatau Islands and, Country Park will be constructed in those 3 (2001 - 2010).

8.4 Conclusions

To minimize adverse impacts on the social and cultural environment as well as the natural environment of areas where tourism projects are constructed, it is necessary to develop projects gradually according to the above stagewise execution plan.

In this master planning, the projects will be consistent with each other. They will avoid concentration of investments within limited periods. They will satisfy the projected demand of tourism in the area.

To start construction in 1992 as envisaged on the master plan, it is necessary to begin preparation works from 1988 in the following sequences:

1988	Pre-arrangements for development requirements
1989	Formulation of basic plan
1990 1991	} Formulation of detailed design
1992	Commencement of construction works

VOLUME 2
**MASTER PLAN
(MAIN REPORT)**

JICA

