Roles and Potentials of Land Transportation Sector in Supporting the Tourism Development in Kalimantan Island

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Split Talks 2016 – Overcoming Tourism
In general, the aim of this study is to analyze the Roles and the Potentials of Land Transportation Sector in Supporting the Tourism Development in Kalimantan Island with the particular objectives as follows:

- To obtain **the description of the roles** of land transportation in supporting the tourism development in Kalimantan Island today.
- To **identify the obstacles and drawbacks** in the development of the potentials of the land transportation sector to support the tourism development in Kalimantan Island.
- To structure **the recommendation of the steps in the development** of the potentials in the land transportation sector in supporting the tourism in Kalimantan Island for the long-term period.
Kalimantan Island (Indonesia)

Kalimantan Island has an area of 743.330 km² in which it is surrounded by Java Island to the north, Malacca Strait to the east, Kalimantan to the west part and Philippine to the south. This island is divided into Indonesia territory (73%), Malaysia (26%), and Brunei (1%).

The area of Kalimantan Indonesia is divided into five provinces:
- South Kalimantan with Banjarmasin as the capital
- West Kalimantan with Pontianak as the capital
- East Kalimantan with Samarinda as the capital
- Central Kalimantan with Palangkaraya as the capital
- North Kalimantan with Tanjung Selor as the capital
Kalimantan Island (Indonesia)

Most of the area in Kalimantan Islands are the mountainous or hilly areas (39.69%), land (35.08%), and the remnant in the form of tideland or coastal areas (11.73%), alluvial land (12.47%), and so on (0.93%). As most of the areas are mountainous, Kalimantan then has some potentials in some national parks as the flora and fauna conservation, forests in the Muller mountains and in Schawner that are defined as the world heritage forest and water reserve in all areas of Kalimantan approximately at the rate of 35% that will not be used up in future with one condition if it is not disturbed and polluted and needs to be protected as an ecosystem.
Tourism Kalimantan Island

This study uses the categorization of the types of tourism in general and divided into six types:

1. **Pleasure Tourism** is the type of tourism by people in vocation, seeking the natural beauty, and finding the sobriety.

2. **Recreation Tourism** is the tourism for self-health or freshness from tiredness. It can be in the form of recreational place for family, mountains, health centers and so on.

3. **Cultural Tourism** is the tourism in the form of learning and research centers about the custom, historical monument, heritages, art centers, religiosity and art festival, theatre and folk dances.

4. **Sport Tourism** can be divided into two: *big sport events* (international competitions) and *sporting tourism of the practitioners* (sport centers for individuals such as mountain climbing, swimming and diving).

5. **Business Tourism** is the tourism that is correlated to the work or office job position.

6. **Convention Tourism**. Many countries are interested with this type of tourism as when a convention or meeting is held, many members attending to live in certain time period in a host country.
Tourism Development in Kalimantan Island

Reasons of the development:

- Tourism is an activity that has the inter-sectoral and inter-business level correlation. The development of the tourism activity will create the economic multiplier effects.

- The attraction of the tourism sector spreads to the remote areas. Whilst, 75% of very poor people live in the remote area. This therefore can make tourism to be an effective agent in stimulating the development of the remote areas.
Tourism Development in Kalimantan Island

Reasons of the development:

- There is an opportunity to support the traditional activities such as agriculture and handicrafts through tourism.
- Tourism is an industry needing many labors.
- Tourism can give the non-material advantages such as pride for the local culture.
IDENTIFICATION

TRANSPORTATION AND TOURISM
Survey

- Tarakan
- Pontianak
- Palangkaraya
- Banjarmasin
- Balikpapan
NORTH KALIMANTAN
**Bulungan**
- Bunyu Island
- Kayan Mentarang National Park
- Tanah Kuning Beach
- White Mountain

**Malinau**
- Hot Springs Semolon Waterfall

**Nunukan**
- Batu Lamampu Beach

**Tana Tidung**
- Sesayap River Protected Forest

**Tarakan**
- Tarakan City
- Amal Beach
- Australia Monument
- Crocodile Captivity Juwata
- Japanese funeral monument
- Rumah Bundar Museum
- Persemaian Ecotourism
- Orchid Garden
- Kawasan Konservasi Mangrove dan Bekantan (KKMB)
47 tourist attractions
The potential tourism objects to be developed in North Kalimantan Province

Selimau Park

offers a number of family modes include flying fox, fishing pond, small zoo and playing court for children such as swing, ball mode, duck pole and train.

Mangku Padi Beach
The potential tourism objects to be developed in North Kalimantan Province

Seriang Mountain
One of its attractions is its dense forest and it also has many beautiful wild butterflies making the water tourism of Seriang Mountain Forest more exotic
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The Tourism Sector’s Contribution to Regional Revenue

- 2013: PDRB Perdagangan, Hotel, Restoran: 4,087,345, TOTAL PDRB: 52,574,854
Tarakan

**TYPE - VARIETY AND QUALITY NETWORK**

- Land transportation network: sufficient
- Marine transportation network: sufficient
- Rivers and lakes transportation network: sufficient
- Air transportation network: sufficient
- Rail transport Network: none

**TYPE / VARIETY AND QUALITY OF TRANSPORTATION**

- Ground transportation: less
- Marine transportation: sufficient
- Rivers and lakes transportation: sufficient
- Air transport: sufficient
- Railway transportation: none

- Alloying modes: none
- Publication of tourist attractions: less
- Signs to destinations: less
The existing road network
EAST KALIMANTAN
103 tourist attractions
The potential tourism objects to be developed in East Kalimantan Province

Derawan Island
This island has a beach and very beautiful underwater scenery. It is defined as the third best diving site in the world for its beauty and its marine wealth. This area also has hundreds of species of reef fish, corals, invertebrates and other marine animals, especially turtles that like to store their eggs. Some popular tourist attractions in this island include diving, snorkeling, banana boat, Jet Ski, sailing and fishing.

Beras Basah Island (Bontang)
It is located in Bontang, East Kalimantan exactly in Makassar Strait. It is very beautiful with its white sand, beach panorama and underwater world.
The potential tourism objects to be developed in East Kalimantan Province

Manggar Beach (Balikpapan)
It has enchantment of clear seawater and soft white sand.

Mulawarman Museum (Tenggarong)
The building of Mulawarman Museum located in Tenggarong City was a palace of Kesultanan Kutai Kartanegara built in 1936.
The indicators of the tourism activities are reflected from the number of foreign and domestic tourists. The number of domestic tourists is far higher than that of foreign ones. This shows that the tourism visit to East Kalimantan Province is dominated by the domestic tourists.
Pontianak

TYPE - VARIETY AND QUALITY NETWORK
Land transportation network: sufficient
Marine transportation network: sufficient
Rivers and lakes transportation network: sufficient
Air transportation network: sufficient
Rail transport Network: none

TYPE / VARIETY AND QUALITY OF TRANSPORTATION
Ground transportation: less
Marine transportation: sufficient
Rivers and lakes transportation: sufficient
Air transport: sufficient
Railway transportation: none

Alloying modes: none
Publication of tourist attractions: less
Signs to destinations: less
The existing road network
WEST KALIMANTAN
10 tourist attractions
The potential tourism objects to be developed in West Kalimantan Province

Penjamur Hill (Bengkayang)

This hill is located in Bengkayang Regency around 4 hours from Pontianak through land transportation. It is only 900m above the sea level. It is the favorite for the nature lover community. With the track and access that are easy to be reached, this hill offers the spectacular view of cloud and sunrise.
The potential tourism objects to be developed in West Kalimantan Province

Radakng House (Pontianak)
traditional building of Dayak tribe
The potential tourism objects to be developed in West Kalimantan Province

Pasir Panjang Indah Beach (Singkawang)
It is located in Singkawang City known as the China Town in Indonesia as 70% of population is from the Tionghoa ethnic.
The potential tourism objects to be developed in West Kalimantan Province

**Mananggar Water Fall**
It is located in Serimbu District, Landak Regency around 5 hours from Pontianak by means of land trip

**Kelam Hill**
The tourism forest of Bukit Kelam lies between 2 (two) big rivers: Melawi River and Kapuas River. Bukit Kelam is one of the most unique hills in the world as it is a pure hill consisting of one giant rock. There are only two hills in this type in the world; those are Ayers Rock in Australia and Bukit Kelam in Indonesia. Both two hills have an equal specialty regarding their color that can change in accordance with the weather changes.
The indicators of the tourism activities are reflected from the number of foreign and domestic tourists. The number of domestic tourists is far higher than that of foreign ones. This shows that the tourism visit to West Kalimantan Province is dominated by the domestic tourists.
The existing road network
CENTRAL KALIMANTAN
192 tourist attractions
The potential tourism objects to be developed in Central Kalimantan Province

**Dayak Tradisional House (Betang Toyoi) (Gunung Mas)**

Betang is the traditional house where the Dayak tribes are living in group. It is commonly built as the large house in which it could reach 30 – 150 meters in length and 10-30 meters in width with the pole of 3-5 meter in height.
The potential tourism objects to be developed in Central Kalimantan Province

Tanjung Puting

The National Park of Tanjung Puting is one of wild life as defined by UNESCO as the biosphere site and as the rehabilitation center for Urangutan. It is around 40 thousands of Orangutan living freely in this forest.
The potential tourism objects to be developed in Central Kalimantan Province

Kahayan River Boating (Palangkaraya)

Nyaru Menteng Arboretum (Palangkaraya)

Arboretum Nyaru Menteng is a tropical forest area located in Central Kalimantan that has many unique species of flora and fauna particularly marsh forest trees.
The indicators of the tourism activities are reflected from the number of foreign and domestic tourists. The number of domestic tourists is far higher than that of foreign ones. This shows that the tourism visit to Central Kalimantan Province is dominated by the domestic tourists.
The existing road network
SOUTH KALIMANTAN
159 tourist attractions
The potential tourism objects to be developed in South Kalimantan Province

Kembang Island

Martapura
The potential tourism objects to be developed in South Kalimantan Province

**Laksado**

In South Kalimantan, there is a remote village offering the natural beauty with hilly scenery. This village is Loksado, located in the Regency of Hulu Sungai Selatan. Loksado becomes the village of Dayak Tribe that is still tightly maintaining their ancestor custom.

**Floating Market (Banjarmasin)**
The Tourism Sector’s Contribution to Regional Revenue

The indicators of the tourism activities are reflected from the number of foreign and domestic tourists. The number of domestic tourists is far higher than that of foreign ones. This shows that the tourism visit to South Kalimantan Province is dominated by the domestic tourists.
The existing road network
STRATEGIC ISSUES IN THE TOURISM DEVELOPMENT IN Kalimantan

- The improvement of the accessibility and the basic infrastructure of tourism destination;
- The improvement of the participation of society in implementing the tourism development;
- The improvement of the integrated and planned tourism management;
- The improvement of the investment in tourism sector;
- The improvement of cooperation between government, private party and tourism association.

Strategies in tourism development are directed to the increase of the number of visits and the length of the visit time of domestic and foreign tourists in Kalimantan. Thus, it can stimulate the increase in the income of society in Kalimantan and the increase of the local revenue and can strengthen the basis of the creative industry producing the high competitive product oriented to the export.
APPROACH
POLICY DIRECTION OF TOURISM DEVELOPMENT

National Tourism Development (Government Regulation No. 50 of 2011) mandates that in the period of 2010 – 2025, the national tourism development includes the aspects of tourism destination, tourism marketing, tourism industry, and tourism institutions.
Scope of Tourism Development

**Tourism Development**

**TOURISM DESTINATION**
- Development of a tourist attraction, infrastructure development, construction of public facilities, the construction of tourism facilities as well as community empowerment

**MARKETING**
- Integrated and sustainable tourism marketing by involving all stakeholders as well as responsible marketing in order to built the image of Indonesia as a competitiveness tourism destination

**TOURISM INDUSTRY**
- Construction of the structure of tourism industry included functions, hierarchies, relationships; the competitiveness of tourism products; tourism business partnership; business credibility; and responsibility for the natural and socio-cultural environment

**INSTITUTIONAL TOURISM**
- The development of government organizations, local governments, private and public, human resource development, regulatory and operational mechanisms in the field of tourism
National Tourism Development
(Government Regulation No. 50 of 2011)

The development of National Tourism Destination (locally abbreviated as DPN or Destinasi Pariwisata Nasional) includes the zoning of the development of National Tourism Destination, development of tourism attraction, development of tourism accessibility, development of public infrastructure, public facilities, and tourism facilities.

The zoning of DPN consists of 50 DPN spread in 33 provinces and 88 strategic areas of national tourism (KSPN) spread in 50 DPNs.
50 National Tourism Destination (DPN) in 33 provinces, divided into 88 Strategic Area of National Tourism (KPSN)
National Tourism Development Area (KPPN)  
Strategic Area of National Tourism (KPSN)  
National Tourism Destination (DPN)

KPPN Martapura  
KPPN Banjarmasin  
KPPN Lhoksado  
KPSN Lhoksado  
DPN Banjarmasin-Martapura
# National Tourism Strategic Area

1. Toba (North Sumatera)
2. Kepulauan Seribu (Jakarta)
3. Kota Tua-Sunda Kelapa (Jakarta)
4. Borobudur (Central Java and Yogyakarta)
5. Bromo-Tengger-Semeru (East Java)
6. Kintamani-Danau Batur (Bali)
7. Menjangan, Pemuteran (Bali)
8. Kuta, Sanur, Nusa Dua (Bali)
9. Rinjani (West Nusa Tenggara)
10. Pulau Komodo (East Nusa Tenggara)
11. Ende-Kelimutu (East Nusa Tenggara)
12. Tanjung Puting (Central Kalimantan)
13. Toraja (South Sulawesi)
14. Bunaken (North Sulawesi)
15. Wakatobi (South East Sulawesi)
16. Raja Ampat (West Papua)
ANALYSIS ON THE TRANSPORTATION NETWORK SYSTEM

The Legal Basis of Transportation System Management in Kalimantan Island

• The main legal basis is the Regulation of Communication Minister Number KM 49 of 2005 on the National Transportation System mandating the implementation of effective and efficient transportation.

The Position of Kalimantan Island towards the National Transportation System (Sistranas)

• In the Masterplan of Acceleration and the Extension of Indonesia Economic Development (MP3EI), 6 economic corridors have been developed and structured based upon the division of areas in consideration to their potency of natural resources and the connectivity among areas. One of 6 economic corridors is Kalimantan Islands. The success of the acceleration and the extension of Indonesia Economic Development is highly relied on to what strong the level of connectivity of national and international economic in Indonesia.
The Position of Kalimantan Island towards the National Transportation System (Sistranas)
Construction of a tourist attraction, tourist facilities-public facilities, accessibility / regional infrastructure in areas / regions **within a system of linkages and integration of systemic** so that they can have the advantage of the appeal and advantages of competitiveness in creating motivation to visit, develop the tourism activities and benefits for regional development and community prosperity.
Data and Strategic Issues

1. TYPE VARIETY AND QUALITY OF TRANSPORTATION NETWORK SUPPORT TOURISM
2. TYPE VARIETY AND QUALITY of MODES TRANSPORTATION
3. TRANSPORT MANAGEMENT QUALITY (INTEGRATION, SECURITY SAFETY)
4. TYPE - VARIOUS PUBLIC UTILITIES
5. TYPE - VARIOUS PUBLIC UTILITIES

ANALYSIS AND SYNTHESIS

CONCEPT, POLICY, STRATEGY AND DEVELOPMENT PLAN
ANALYSIS
Desireline of Tourism in NORTH KALIMANTAN

Origin-destination surveys in 3 attractions potentially indicates that tourist visitors come from within and from outside of North Kalimantan, even there are tourists who come from outside the island of Kalimantan.
Desireline of Tourism in **EAST KALIMANTAN**

POTENTIAL

- Beras Basah Island
- Mulawarman Museum
- Manggar Beach

![Map of Desireline of Tourism in East Kalimantan with statistics and bars indicating potential for different modes of transport such as private car, rental car, and motorbike.](image-url)
Accessibility Of Tourism

Sultan Aji Sulaiman Airport

Manggar Beach

Balikpapan

Manggar Beach
Accessibility Of Tourism

Map showing the accessibility of tourist attractions in Samarinda, including Muawarman Museum, Sultan Aji Sulaiman Airport, and Balikpapan Museum. The map indicates the routes and distances between these locations.
Potency of Transportation Development

- The need for the integrated development among the modes and the development of the special tour transports for the rent;
- The need for the concern with the road service/signposts/direction signs to tourist attractions for the personal vehicles going there;
- The need for the concern with the road safety system during the trip to the tourist attractions;
- The need for the information system about the transport that can be accessed by public and facilitate to do the trip to the tourist attraction.
Desireline of Tourism in WEST KALIMANTAN POTENTIAL

- Pasir Panjang Beach: 32.00%
- Jamur Hill: 26.00%
- Radank House: 12.00%
- Pantai Pesir Penjang Indah: 10.00%
- Rumah Rakang/Rejang Penianek: 6.00%
Accessibility Of Tourism

Pasir Panjang Beach

Singkawang

Pontianak
Accessibility Of Tourism

Map showing the route from Singkawang to Jamur Hill and then to Pontianak. The map includes distances and travel times: 1 jam 56 mnt (73.3 km) from Singkawang to Jamur Hill, and 3 jam 52 mnt (164 km) from Jamur Hill to Pontianak.
NATIONAL TOURISM DESTINATION IN WEST KALIMANTAN

Potency of Transportation Development
- The need for the integrated development among the modes and the development of the special tour transports for the rent;
- The needs for the concern with the road service/signpost/direction signs to the tourist attraction for the guiders to the personal vehicles (four-wheel and two-wheel vehicles) going to the tourist attraction.
- The needs for the concern with the road safety system during the trip to the tourist attractions;
- The Improvement of public transportation to facilitate the tourists using the public transportation;
- The need for the information system about the transportation that can be accessed by public and facilitate to do a trip to the tourist attractions.
Desireline of Tourism in CENTRAL KALIMANTAN POTENTIAL

Dayak Tradisional House

Arboretum Nyaru Menteng

Nyaru Menteng Arboretum
### National Tourism Destination in South Kalimantan

<table>
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<tr>
<th>Development Area of National Tourism (KPPN)</th>
<th>Strategic Area of National Tourism (KSPN)</th>
<th>National Tourism Destination (DPN)</th>
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<td>KPPN Tanjung Puting</td>
<td>KSPN Tanjung Puting</td>
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<td>KPPN Sebangau</td>
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#### Potency of Transportation Development

- The need for **the integrated development** among the modes and the development of the special tourist **transports** for the rent;
- The need for the concern with **the road service/signposts/direction signs to tourist attraction** for the personal vehicles going there;
- The need for the concern with **the road safety system during the trip** to the tourist attractions;
- The need for **the information system about the transport that can be accessed by public** and facilitate to do the trip to the tourist location.
Desireline of Tourism in SOUTH KALIMANTAN

POTENTIAL

[Graph showing percentage distribution of tourist destinations]

DIY: 34.38%
DKI: 6.25%
Kalbel: 9.38%
Kaltara: 3.13%
Kalteng: 6.25%
Kaltim: 3.13%
Sulut: 6.25%
Sumut: 0.00%

Pulau Kebang: 62.50%
Kendaraan pribadi: 21.88%
Kendaraan sewa: 4.69%
Kendaraan umum dan: 6.25%
Kendaraan umum dan: 3.13%
Kendaraan umum dan: 1.56%
(blank): 0.00%
Accessibility Of Tourism
Potency of Transportation Development

- The need for the integrated development among the modes and the development of the special tourist transports for the rent;

- The need for the concern with the road service/signposts/direction signs to tourist attraction for the personal vehicles going there;

- The need for the concern with the road safety system during the trip to the tourist attractions;

- The need for the information system about the transport that can be accessed by public and facilitate to do the trip to the tourist location.
IDENTIFICATION OF ISSUES, PROBLEMS (ROLES) AND POTENCY OF LAND TRANSPORTATION RELATED TO THE KEY FACTORS IN TOURISM DEVELOPMENT
NORTH KALIMANTAN

- The mode of public transport to the tourist attraction is still **very limited**.
- **AKAP**: Inter-cities and inter-province transport are available
- **AKDP**: Inter-cities in province transport is available (only 3 routes from Tenguyun Terminal)
- **ANGKOT**: available but less developed. Only available in city level I (3 routes as noted).
- **ANGKUDES**: available but less developed and not well recorded.
- **TRAVEL**: it serves the inter-cities transport both for inter-provinces and inside provinces with no route and some travels are the personal vehicles
- **TRANSPORT RENTAL** - it costs Rp.300rb-500rb/day for car but not under control.
- **TAXI**: available in city level I Tanjung Selor.(Airport Taxi)
- **SEA TRANSPORT**: available for the destination of small islands such as Bulungan (Speedboat).
- **WATER TRANSPORT RENTAL**: available for the destination of small islands such as Bulungan
The mode of public transport is quite complete and some have been connected to the tourism site.

**AKAP**: available only for transportations for inter-cities and inter-provinces. (no data for the number of routes and there are 82 units)

**AKDP**: available for transportation inter-cities in the province (2 routes).

**ANGKOT**: available but less developed. It is only for the city level I and not following the routes defined (not registered and no data).

**ANGKUDES**: available but less developed and not well registered.

**TRAVEL**: it serves the transportation inter-cities both for inter-provinces and inside provinces with no route and some travels are the personal vehicles

**TRANSPORT RENTAL** - it costs Rp.300rb-500rb/day for car but not under control.

**TAXI**: available in City level I Samarinda (Kalung Mas Taxi, Globalindo Taxi, Mawar Taxi, Borneo Taxi, Malibo Taxi, Koperasi Angkasa Jaya Sentra Taxi).

**WATER TRANSPORT**: available for the destination to small islands or to other provinces (Ferry).

**WATER TRANSPORT RENTAL**: available for the destination of small islands
The mode of public transport to the tourism objects is still very limited. 

**AKAP**: the inter-cities and inter-provinces transport is available (1 route and 4 units).

**AKDP**: the inter-cities in province transport are well managed (85 routes and 959 units).

**ANGKOT**: available but less developed. It is only for the city level I and not following the routes defined (not registered and no data).

**ANGKUDES**: available but less developed and not well registered.

**TRAVEL**: serves for the transport of inter-cities of inter-province and in province without routes and some are the personal vehicles.

**RENTAL TRANSPORT** It costs Rp.300.000 -500.000/day for car rental but not under control.

**TAXI**: available in city level I Pontianak (Airport Taxi)

**WATER TRANSPORT**: Some use Ferry (Ferry).

**WATER TRANSPORT RENTAL**: some are called as Water Bus
CENTRAL KALIMANTAN

- The mode of public transport to the tourist attraction is still very limited.
- AKAP: available only for transportations for inter-cities and inter-provinces (11 routes)
- AKDP: available for transportation inter-cities in province (17 routes).
- ANGKOT: available but less developed. Only available in city level I (not registered and no data).
- ANGKUDES: available but less developed and not well registered.
- TRAVEL: it serves the transportation inter-cities both for inter-provinces and inside provinces with no route and some travels are the personal vehicle
- TRANSPORT RENTAL - it costs Rp.300rb-500rb/day for car but not under control
- TAXI: available in city level I Palangkaraya. (Airport Taxi)
- WATER TRANSPORT: available for the destination of small islands (Ferry).
- WATER TRANSPORT RENTAL: available for the destination to small islands such as Puruk Cahu).
SOUTH KALIMANTAN

• The mode of public transport to the tourism objects is still limited.
• AKAP: the inter-cities and inter-provinces transports are available (No data)
• AKDP: the inter-cities transport in province is available (not registered)
• ANGKOT: available but less developed. Only in city level I.
• ANGKUDES: available but less developed and not well registered
• TRAVEL: serves for the transport of inter-cities of inter-province and in province without routes and some are the personal vehicles.
• RENTAL TRANSPORT: It costs Rp.300.000 -500.000/day for car rental but not under control.
• TAXI: available in city level I Banjarmasin. (Airport Taxi)
• WATER TRANSPORT: available for the destinations to small islands and to other provinces (by Ferry).
• WATER TRANSPORT RENTAL: no data.
Possibilities of the Potential of the Development Particularly in Public Transports

• The development of the network of the route of public transport passing through the tourism destination and in the tourism destination (AKAP, AKDP, ANGKOT, ANGKUDES).

• The development of the use of Bentor (Motor Trishaw) for the tourist destination with the short distance.

• Public transport among tourism objects (sightseeing public transport).

• Coordination/regulation on the service of rental transport of motor vehicles.

• Also needs to provide tourism transport that is the transport for the need of tourism or other needs as non-route transport service such as the needs for family and other social needs.

• Rental transport is the transport using the cars for public passengers providing the transport from door to door with or without driver in the limited operational areas known as car rentals/rent a car such as Avis, Budget. Such transport commonly has the representative at airport.
THE QUALITY OF TRANSPORTATION SYSTEM MANAGEMENT (INTEGRATION, SECURITY-SAFETY)
Integration inter-modes

• The integration among modes will facilitate the tourists to visit some locations using the public transport. The result of the identification on the role of the land transportation particularly the interconnection of mode has been found in some provinces in Kalimantan:
  • East Kalimantan: There has been the integration among modes to support the accessibility of tourism objects but not entirely. •
  • South Kalimantan: some location has no any integration among modes to support the accessibility of the tourism objects.
  • Other provinces have no any integration among modes.
Reliability
• Of all provinces, it is identified that there is no reliability of public transport especially for the public transport for tourism.

Security and Safety
• There is no standard on the security and safety system especially for the tour transport; thus it needs to be well developed in the form of Norms, Standard, Regulations and Manual (NSPM).

Comfort
• There is no standard on the comfort especially for the tourism transport; thus it needs to be well developed in the form of Norms, Standard, Regulations and Manual (NSPM).
Information System of Tourism Transportation

- From the identification conducted, there is no any information system regarding transportation system and tourism in Kalimantan. Therefore, it needs the information system of tourism also containing the supporting transportation system.

Road Service/Signposts/Directional Signs for the Tourism

- The signposts and the directional signs to the tourist attractions are not complete. A good signpost system to visit the tourist attraction needs to be developed.
Possibilities of the Potential of the Development Particularly in Public Transports

The development of integration among modes to support

• the accessibility of tourist attraction and tourist entrances.
• the accessibility among the tourist destinations.
• the accessibility in tourist destination (intra-tourism destination)
CONCLUSION
• There is a need for **management of types – variety and quality of the transportation network** to support the tourism; those are in the form of the availability of transportation nodes, availability of the sufficient transportation network, availability of public transport and availability of tourism transport service

• It needs **the enhancement of quality of transportation system management** in the form of integration, reliability, security and safety, information system of tourism transport and road service/signposts / directional signs for tourism
RECOMMENDATION