



Collaborative Governance Tourism Transportation Development in Post Covid-19

Rinaldo Albertus^(✉)

Public Administration Department, Universitas Brawijaya, Malang, Indonesia
crinaldoalbertus@gmail.com

Abstract. Tourism development and management are critical to improving the welfare of local communities. The development and management of the tourism sector are not only focused on a tourist attraction point. It is also necessary to develop tourism support, which is closely related to tourism. This study uses qualitative and quantitative research types using primary data, secondary data, and tertiary data. The findings demonstrated the policies that the Central Government, through the Ministry of Tourism and Creative Economy, may adopt and put into practice with cooperation from the Provincial Government. By preparing sites that are fit for the post-Covid-19 environment based on the ideals of outstanding cleanliness and sanitation, the tourism office and local businesspeople are working to promote tourism. In addition, the principles of sustainable tourism development (resilience, sustainable development, etc.) are pushed to be applied more aggressively by tourist locations, and responsibly). Collaborating on the construction of a tourist terminal integrated with a train station. It is suggested to the Blitar Regency Government to Determine and strictly regulate the Development of a Tourism Terminal in the Regional Regulation on RIPARDA and state the plan to build a tourism terminal integrated with a train station RPJMD.

Keywords: Collaborative Governance · Transportation · Tourism

1 Introduction

The Indonesian state is endowed with vast and diverse natural resources. All kinds of natural resources, both mineral and non-mineral, are found in Indonesia. Indonesia's natural wealth comes from its marine wealth, fisheries, forestry, mining, plantations, and many others. However, one of Indonesia's riches that many foreigners and Indonesian citizens see is its beauty. This beauty arises from a very diverse cultural wealth; then, this wealth merges into a nation. Apart from being an attraction for foreign tourists, Indonesia's natural beauty can also be a source of the economy for the Indonesian people themselves [1]. This can be seen from the wealth of Indonesian tourism limited to its natural wealth and its cultural richness and historical wealth. This kind of wealth is rarely found in other countries. Most countries only keep or show one type of culture, but cultural wealth can also be a good tourism object in Indonesia. To form good tourism, surely it must also be supported by the development of a profitable tourism sector as well. Not only the private sector is engaged in the tourism business, but also the role of the Government is needed (Kemenkes 2019).

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The COVID-19 epidemic had a huge detrimental influence on the world's economic sector. This virus has spread to other nations, including Indonesia, and is becoming a worldwide pandemic. Due to this, the world economy grew at a negative rate of -4.9% in 2020 (IMF 2020). Indonesia's economy grew 2.07 percent less in 2020 than it did in 2019 (BPS 2021). At the sub-national level, there was also a negative economic growth. In this instance, Blitar Regency saw growth shrink by 2.29% in 2020, more than the nationwide contraction (BPS Blitar Regency 2020). The region of Blitar is renowned for its varied tourism industry. The COVID-19 pandemic has had a significant impact on the Blitar district's economy and cultural tourism. The repercussions on the cultural tourism industry include a sharp decline in visitor numbers, which has a negative influence on business activity for traders and MSMEs. According to the estimation results, the GDRP and GRDP growth in the Blitar district are both significantly impacted by cultural tourism. The COVID-19 epidemic, meantime, has a direct impact on the local economy because so many tourist attractions and businesses must temporarily shut down due of the pandemic. Some businesses are even forced to permanently close as a result of the detrimental impact. As a result, many locals near tourist hotspots have lost their means of support. This issue calls for the development of sustainable tourism, such as the acquisition of virtual tourism, and promotion [2].

Ansell and Gash [3] explain that the new strategy of Government is called collaborative governance. A form of governance involves various stakeholders or stakeholders simultaneously in a forum with government officials to make joint decisions. O'Flynn and Wanna [4] define collaboration as working together or collaborating with others. This implies that an actor or an individual, group, or organization cooperates in several businesses. Everyone who collaborates with others has certain terms and conditions, which vary widely. These conditions are the basic norms of utilitarianism, social liberalism, collectivism, mutual assistance, further scientific management, and organizational theory of human relations. Donahue and Zeckhauser [5] define "collaborative governance can be thought of a form of the agency relationship between government as principal, and private players as an agent." This means that collaborative governance can be considered as a form of the cooperative relationship between the Government as the regulator and the private sector as executor. Furthermore, according to Ratner [1], in collaborative governance, there are three focus phases or three stages which are a collaborative process in governance, which can be seen in the following Fig. 1.

Based on the figure above, it can be seen that the three stages of the collaboration process include:

- Identifying Obstacles and Opportunities (Listening Phase): Each stakeholder has the same authority to determine the solutions to each problem that has been discovered and to estimate the prospects for success that may be attained from each of the parties involved. This phase is the phase of listening to each other about problems and opportunities to take advantage of each problem described by each stakeholder [6].
- Debating Strategies For Influence (Dialogue Phase): At this stage, those concerned in governance, such as stakeholders or policymakers, engage in discourse or debate over the challenges described in the first stage. Discussions regarding the actions chosen as the most efficient ways to tackle the problem are carried out by each of the

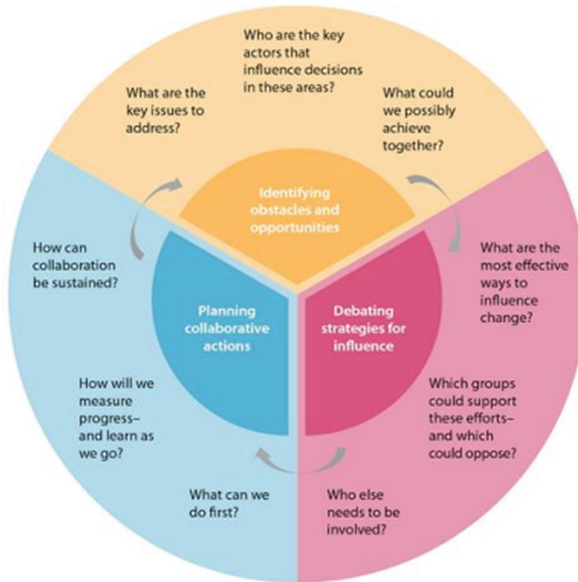


Fig. 1. Three stages of collaboration.

interested parties. Then talk about the groups that can help resolve the issues with governance that have been described.

- **Planning Collaborative Actions (Optional Phase):** At this stage, those concerned in governance, such as stakeholders or policymakers, engage in discourse or debate over the challenges described in the first stage. Discussions regarding the actions chosen as the most efficient ways to tackle the problem are carried out by each of the interested parties. Then talk about the groups that can help resolve the issues with governance that have been described.

Goldsmith and Kettl [7] state that there are important things that can be used as criteria for the success of a network or collaboration in governance, namely: Networked Structure, Commitment to a Common Purpose, Trust Among The Participants, Governance, Access to Authority, Distributive Accountability / Responsibility, Information Sharing, Access to Resources. In-Law Number 23 of 2014 concerning Regional Government, the tourism sector is included in Concurrent Government Affairs. In-Law Number 23 of 2014, the tourism sector is included in selected government affairs. Because tourism is a matter of choice, the Regional Government has the authority to manage and develop the tourism sector in their respective regions, hoping that regions can increase their respective Regional Original Revenues. Blitar Regency, as one of the regional government administrators, has a mission to develop/strengthen tourism which is mentioned in mission number 5 of the Blitar Regency Government. Within the scope of the strategy for strengthening/developing tourism, the policies of the Blitar Regency Government can be called complex. Regional Regulation Number 5 of 2013, the spatial planning of Blitar

Regency aims to create Blitar Regency as an Agro-industrial and Tourism area based on environmental harmony and to stabilize the balance of regional economic growth.

One important aspect of this strategic issue is that tourism must improve the welfare of the community, especially in tourist destination areas. The first key to making this happen is the number of visits that must be increased. The increasing number of visits is linear with the level of tourist consumption. The more the number of tourists increases, the more items the community can capture as an opportunity. At this point, people's welfare can be realized. To achieve this, of course, tourism development and management must be carried out. The development and management of the tourism sector are not only focused on a tourist attraction point. It is also necessary to develop tourism supporters closely related to the life of the tourism sector. The supporters of tourism include road infrastructure to tourism objects, public transportation facilities, and so on. One of the busiest means of public transportation in Indonesia is the train. The advantages of tariffs, which are cheaper, safer, and more comfortable than other means of transportation, make the train an idol for people to travel. From data from the Central Bureau of Statistics, an average of 35–40 million passengers ride the train each month. Many of these passengers also traveled to travel by train.

2 Material and Methods

In the preparation of a development feasibility study, qualitative and quantitative research types can be used. This type of quantitative analysis is research where the research results will be based on feasibility figures. Qualitative research is often called the naturalistic research method because it is carried out in natural conditions. Sources of data used in this study consist of primary data, secondary data, and tertiary data. Primary data is obtained from direct survey activities in the field. Secondary information is obtained from supporting data obtained from related agencies or regional apparatus organizations. Meanwhile, tertiary data were obtained from the Library of the University of Brawijaya and articles taken from the internet. The entire data is used to determine the most appropriate location as a tourist terminal integrated with the Railway Station in Blitar Regency. Blitar Regency is an area with 5 (five) train stations, namely: 1). Garum Station; 2). Talun Station; 3). Wlingi Station; 4). Kesamben Station; and 5). Pohgajih Station. To find out and determine the feasibility of this development, the data obtained were analyzed using the following variables: a). Location Eligibility; b). Social and Cultural Feasibility; c). Financial Feasibility.

3 Result and Discussion

3.1 Tourism Conditions at the Global and Indonesian Level

The World Tourism Organization (UNWTO) said in March 2020 that Covid-19 will have an impact on all Indonesian tourism-related industries. More than 80% of small and medium-sized firms in the tourist industry suffered significant losses, and Covid-19 also had an impact on millions of livelihoods throughout the world. In response, the UNWTO projects an increase in foreign visitors of between -1% and 3%. As a result,

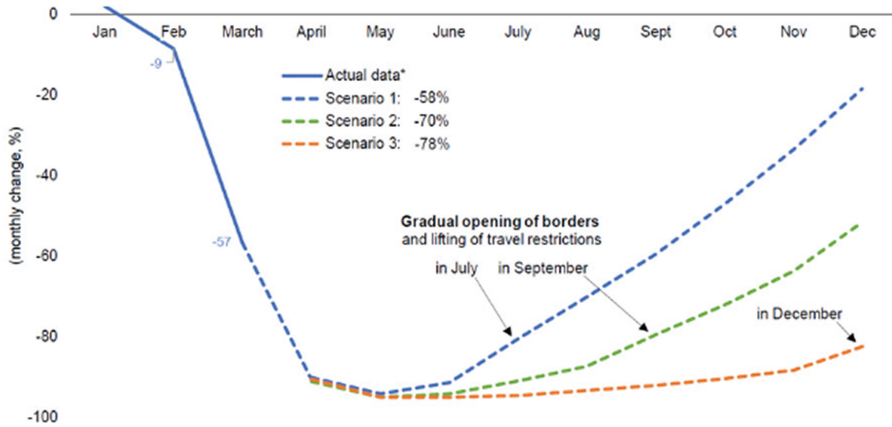


Fig. 2. Estimated decline in tourism at the occurrence of Covid-19 in the world in 2020.

there was a decline in income or an anticipated loss of \$30 to \$50 billion USD [8]. Prior to the Covid-19 epidemic, a 3%–4% increase in foreign visitors was anticipated. Asia and the Pacific will be the worst-affected regions, with a decline in arrivals estimated to be around 9% and 12%. The estimated decline in tourism can be seen in Fig. 2 below:

Due to many nations' territorial constraints, the number of international tourists arriving has drastically decreased, which is a significant concern for the tourism business. Some traffic flows also saw a reduction, which was a result of a slowdown in domestic travel. Mostly as a result of Indonesians' hesitation to travel owing to their worries about the effects of Covid-19. In January 2020, there were 7.62 percent fewer international travelers arriving in Indonesian airports than in December 2019 [9]. As of now, Indonesia's tourist industry employs more than 13 million people and is therefore labor-intensive. There has been a about 1.3 billion USD decline in this industry. In this difficult situation, a breakthrough is needed for the tourism industry to recover. For the tourism industry to survive, it must adapt to the pandemic situation. The pandemic situation in the new normal era requires all tourists to implement health protocols, so the existing service models of the tourism sector also need to adapt to Indonesia's existing health protocols. In addition, there are some alternative tours that are expected to be in demand during the new normal, such as Personal travel, wellness travel, virtual tours, and saturation. Due to the pandemic scenario in the new normal period, all tourists visiting Indonesia are required to follow certain health protocols. In addition, the current service model in the tourism industry has to be modified to conform to these protocols. This is also reinforced by the high will and maximum effort made by individuals in the tourism industry who believe that tourism will survive and be sustainable in the current new normal era in Indonesia [6].

3.2 Location, Technical, Technology, and Environmental Aspects

Garum Station. Garum Station (GRM) is a class III train station located in Tawang Sari, Garum, Blitar. The station, located at an altitude of +244 m, is included in the VII

namely the north, west, and east of the land. In the existing condition, the land is a market owned by the Blitar Regency government so that development can be carried out on the land. In the northern part of the land is a national road that connects the city to facilitate access in and out of large and small vehicles. Besides, because the existing land is a market, many traders can help develop the land in the trade sector. The possible facilities on this land are the tourist terminal with conventional hotels and a souvenir trading area for the development of land (Fig. 4) [11].

Talun Station. Talun Station (TAL) is a class III / small train station located in Talun, Talun, Blitar. The station, located at an altitude of + 244 m, is the most southeastern in the Operational Area VII Madiun across Kertosono-Bangil and is located at the highest altitude Daop VII based on the altitude. This, namely the Upgrading Train. The Penataran train is a local economy class train service operated by PT Kereta Api Indonesia to serve the East Java enclave routes (Surabaya, Malang, Blitar, Kediri, Kertosono).



Fig. 4. Potential land for Garum Station.



Fig. 5. Talun Station.

Talun Station's location is the national road that connects Blitar City and Malang City (Fig. 5). The location of the station itself is slightly off the main road and is located at an intersection. Right at the intersection, there is a road marker in the form of a statue of an eagle and a police post that can be seen clearly from the road. In the southern part of the station, there is a large expanse of rice fields.

Based on Table 2, the 5 tourist attractions around Talun Station, Tangkil Wlingi River is the closest tourist spot, which is 5 km away. In the south and east of the Talun station, there is an empty land that can be developed into a tourist terminal. Land I is an 8000 m² field belonging to the village, which is usually used for sports facilities for local residents, and land II is 11,000 m² agricultural land owned by P.T. KAI is being used as a railway station development and corn farming. The two lands have the potential to be developed into tourist terminals with additional facilities for playgrounds and agro-themed resorts (Fig. 6).

Wlingi Station. Wlingi Station (W.G.) is a class I train station located in Beru, Wlingi, Blitar, to be precise, on the post office road. The station, located at an altitude of + 274

Table 2. Distance from Talun Station to tourist locations.

No	Tourism place name	Distance (km)
1	Lodoyo Forest	12,4
2	Bung Karno's tomb	15,5
3	Village Tour 1001 Sawentar	9,9
4	Penataran Temple	16,4
5	Karanganyar Coffee Garden	21



Fig. 6. Potential land for Talun Station.

m, is the most western and southernmost in the Operational Area VIII Surabaya crossing Bangil-Kertosono. This station is the largest and busiest railway station in Blitar Regency. This station has four train lines, with line 2 being a straight line and line 3, which is often used for train departures and arrivals whose series is quite long. Currently, all regular passenger trains crossing the Malang-Blitar line stop normally at this station.

The location of Wlingi Station is connects Blitar City and Malang City (Fig. 7). The station’s location is a little bit inside and has its own road that is back connected to the National highway. The station’s entrance is located at a T-junction with a small road marker, and there is a guide gate. Along the road to Wlingi Station, there are many houses and shops selling food and daily staples. The location of the station which inside makes the road conditions around the station quite relaxed so that there is minimal congestion.

Based on Table 3, the 5 tourist attractions around Talun Station, Tangkil Wlingi River is the closest tourist spot from Garum Station, which is 1 km away, the rest is more than 10 km. Right in front of the station there is an old building with land belonging to PT. KAI with a land area of 7000 m² of land has the potential to be developed into a tourist terminal with additional facilities for a classic Dutch themed hotel and a Pujasera with a classic concept that accommodates sellers around the area. However, the land is owned by PT KAI, so that its development is quite difficult and requires a long time to realize integrated tourism into tourist objects in Blitar Regency (Fig. 8).



Fig. 7. Wlingi Station.

Table 3. Distance from Wlingi Station to tourist locations.

No	Tourism place name	Distance (km)
1	Village 1001 Sawentar	13,5
2	Lodoyo Forest	16,3
3	Gogoniti Pine Forest	15,7
4	Monte Hair Well	17,4
5	Blitar Konyar Hill	18,1



Fig. 8. Potential land for Wlingi Station.

Kesamben Station. Kesamben Station (KSB) is a class III / small train station located in Kesamben, Kesamben, Blitar. The station, which is located at an altitude of +193 m, is included in Operation Area VIII Surabaya. This station only has two train lines, with line 1 being a straight line. To the east of this station, there is a small gutter bridge. 8 regular trains stop at this station with the main aim of Surabaya and Jakarta.

The location of Kesamben Station is a national road connecting Blitar City and Malang City (Fig. 9). The station's location is 500 m deep and has its own road that is back connected to the National road.

Based on Table 4, the 5 tourist attractions, Blitar Konyar Hill is the closest tourist spot, which is 5.3 km away, the rest is more than 10 km. Radius 100 m from Kesamben station there is a rice field owned by residents with a land area of 13,000 m² of land that has the potential to be developed into a tourist terminal with additional facilities for hotels with the theme of agriculture and Pujasera with the concept of rice fields that sell



Fig. 9. Kesamben Station.

Table 4. Distance from Kesamben Station to tourist locations.

No	Tourism place name	Distance (km)
1	Blitar Konyar Hill	5,3
2	Sungai Tangkil Wlingi	12,1
3	Gogoniti Pine Forest	12,2
4	Lodoyo Forest	14,8
5	Kates Reef Dam	15,3

a natural rural atmosphere in the midst of city density. A beautiful view of rice fields supports this potential. However, the land is owned by residents, and also the land is active rice fields, so that development is quite difficult (Fig. 10).

Pohgajih Station. Pohgajih Station (PGJ) is a class III / small train station located in Pohgajih, Selorejo, Blitar. The station, which is located at an altitude of + 205 m, is included in Operation Area VIII Surabaya and is a train station that is located in the eastern and southernmost locations in Blitar Regency. This station used to have three railway lines, with line 2 being a straight line, but line 1 has been dismantled for a long time and turned into a small park so that now only two lines remain, with the straight-line number being changed to line 1 and the turning line to line 2.

The location of Pogajih Station is on Jl. Raya Wlingi - Karangates, which is a national road connecting Blitar City and Malang City (Fig. 11). The location of the station itself is quite far away, within 3 km from the road even though it is far, but the road conditions are quite good and easy to access The station's entrance is a rural road with a reasonably straightforward marker at the edge of the main road. There are houses of typical rural residents around the station with beautiful hill views to the south of the station. Just south of the station, there is also the Brantas River that leads to the Karangates Reservoir.

Based on Table 5, the 5 tourist attractions, Karangates Dam is the closest tourist spot, which is 8.6 km away. Just south of the station, there is an empty land of 12,000 m2



Fig. 10. Potential land for Kesamben Station.



Fig. 11. Pohgajih Station.

Table 5. Distance from Pohgajih Station to tourist locations.

No	Tourism place name	Distance (km)
1	Kates Reef Dam	8,6
2	Blitar Konyar Hill	9,1
3	Gogoniti Pine Forest	15,3
4	Village 1001 Sawentar	30,7
5	Lodoyo Forest	35,6

owned by residents and PT KAI, which has the potential to be developed into a tourist terminal. Land that is sloping enough to the river has the potential to be used as a tourist terminal with resort hotel facilities and an outbound playground. With a natural atmosphere and unspoiled scenery and the surrounding river flow, it is the main attraction for tourists visiting here. This land is very potential to be developed. However, with the station's location, which is quite far from the main road and entering rural areas, it causes inadequate access. Besides, the land still belongs to the residents and P.T. KAI so that development in this location is not possible (Fig. 12).

3.3 Socio-Cultural Aspects

This aspect measures community acceptance of the planned construction of an integrated tourist terminal in Blitar Regency. Community acceptance is a very important aspect because development is basically to promote the welfare of the community. The community's socio-cultural measurement on the plan to build an integrated tourist terminal is carried out by surveying the community. The survey was conducted with local community respondents and tourists. Respondents from community elements are used to measure the perspective of the tourist terminal community in Blitar Regency. Respondents from tourists are used to measure and find out tourist perspectives on tourism



Fig. 12. Potential land for Pohgajih Station.

in Blitar Regency. The number of respondents is 100 (one hundred) people using the method of determining respondents randomly (random).

Based on Figs. 13 and 14, the results of respondents from the community in Blitar Regency, the community is willing to be involved in the development of tourism in the form of microeconomic actors around tourism objects as well as promoting tourism in Blitar Regency. The strategy chosen by the community is to increase tourism promotion. The community agrees and is willing to be involved in the construction of a tourist terminal that is integrated with a train station to promote the existence of a tourist terminal. According to the community, the ideal tourist terminal construction is built at Garum station by asking for approval related to a tourist terminal's construction.

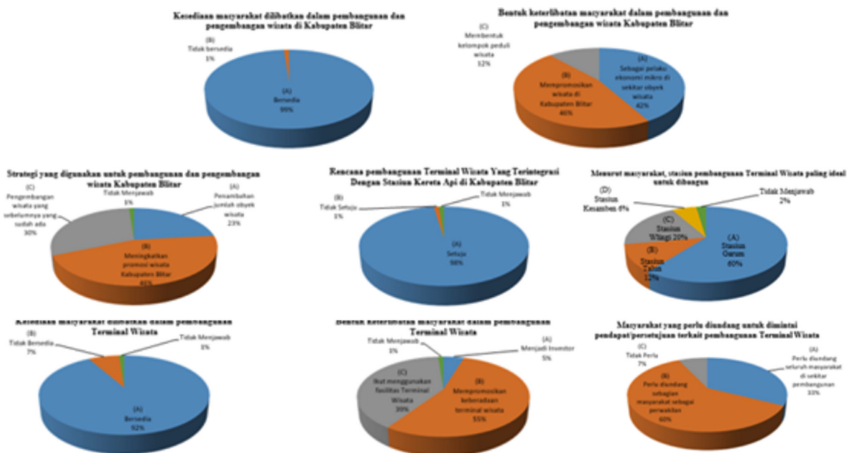


Fig. 13. Results of a survey of the community on tourism development and development in Blitar Regency.

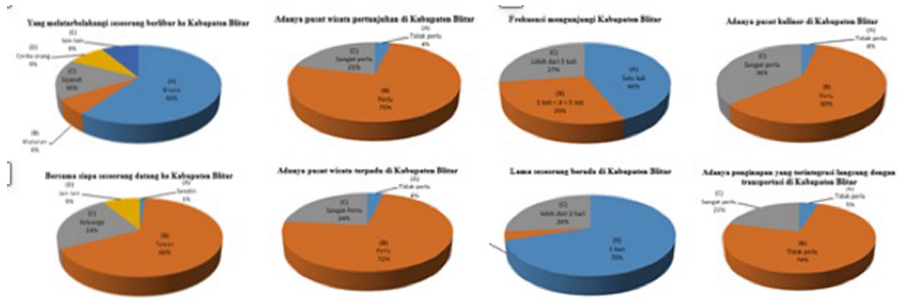


Fig. 14. Survey results to tourists on tourism development and development in Blitar Regency.

Table 6. Small and medium industry data around the station.

Station location	Data of IKM
Garum Station	Coffee Shop, Healthy Garum Pharmacy, ATM Center, The Gordyn Shop, Meatball Trader, Butcher Cows, Photocopy & Printing, Andika Cake Shop, Department stores, Fruit Shop, Herbal shop, Sate Gule Business, Chicken satay stalls, Grocery store corner.
Talun Station	Food Court, Mosque, The Church, Polsek Talun, Koramil Talun, Bridal Makeup, Talun Stadium, Smart Griya Tutoring Center, Talun sub-district office, Ushan positive phone, Fragrant perfume business, Steamed Blitar sauce, Artha Niaga savings and loan cooperative
Wlingi Station	Pure coffee shop, Junior High School, Used Clothes Seller, Medical Center, Grocery store, Shop for various fruits, Business number plates and stamps, Haircut business

3.4 Financial / Economic Aspects

There are three out of the five stations surrounded by economic potential, namely the existence of IKM. The three stations are presented in the following table accompanied by data on IKM around each station as follows (Table 6).

3.5 Discussion

Based on the results of respondents from the community in Blitar Regency, the community is willing to be involved in the development of tourism in the form of microeconomic actors around tourism objects as well as promoting tourism in Blitar Regency. The strategy chosen by the community is to increase tourism promotion. The community agrees and is willing to be involved in the construction of a tourist terminal that is integrated with a train station to promote the existence of a tourist terminal. Garum Station has strengths from the aspect of its wide land, flat ground contour, and parallel to the main road. Garum Station is prone to congestion in terms of weakness, which causes road users to feel discomfort. However, Garum Station also has the opportunity to become a tourist

terminal for Blitar Regency, namely because the station is close to tourist attractions, has IKM, and is close to 11.1 km from the Wlingi “Ngudi Waluyo” Regional Hospital. However, there are also threats, namely floods, landslides, and crime. Talun Station has strengths from the aspect of its wide land, flat land contour, and parallel to the main road. Talun Station is a small area and prone to congestion in terms of weakness, which causes road users to feel uncomfortable. However, Talun Station also has an opportunity as a tourist terminal for Blitar Regency. The station is close to public facilities such as gas stations, 1.7 km from Annisa Hospital and 1.3 km from Ngudi Waluyo Wlingi Hospital. However, there are also threats, namely floods and crime.

Wlingi Station has strengths from the aspect of its wide land, flat land contour, and surrounded by shophouses. Wlingi Station is prone to congestion in terms of weakness, which causes road users to feel discomfort. However, Wlingi Station also has the opportunity to become a tourist terminal for Blitar Regency, namely because the station is close to public facilities, the existence of IKM, and is 1.1 km from Ngudi Waluyo Wlingi Hospital. However, there are also threats, namely floods and crime. Kesamben Station has the strengths of the flat land contour and is surrounded by shophouses. In terms of weakness, Kesamben Station is prone to congestion, which causes road users to feel uncomfortable. However, Kesamben Station also has the opportunity to become a tourist terminal for Blitar Regency, which is because the station is 300 m away from “Budi Mulyo” Hospital Kesamben. However, there are also threats, namely floods and crime.

Pohgajih Station has strengths from the aspect of sloping land contours, surrounded by rural homes. Garum Station is prone to congestion in terms of weakness, which causes road users to feel discomfort. However, Garum Station also has the opportunity to become a tourist terminal for Blitar Regency, which is because it is 500 m from the Pogajih Health Center. However, there are also threats, namely floods, landslides, crime. Based on the SWOT analysis of the five stations in Blitar Regency, Garum Station is more likely to become a tourist terminal for Blitar Regency. Compared to other stations, Garum Station is closer to reaching many tourist attractions in Blitar Regency. Donahue and Zeckhauser [5] consider collaborative governance as a form of cooperation between the Government as the regulator and the private sector as implementers. Based on the research results, in the development of a tourist terminal in Blitar Regency, there are two actors: the Government and the community. The Government as the station manager and the community as a support for development by opening several IKM. There is a need for CSR (Corporate Social Responsibility) to develop a tourist terminal in Blitar Regency.

The essence of CSR by Frynas [12] has since served as an umbrella for the various theories and practices currently being developed. (a) Enterprises shall be responsible for their impacts on society and the natural environment. This may go beyond compliance with legal aspects and personal responsibilities. (b) companies have a responsibility to act with their counterparties; (c) These companies need to manage their relationships with the wider community for commercial reasons or to add value to society. CSR plays an important role in resolving various social and environmental problems, including corporate activities. However, global development challenges encourage CSR from companies to solve problems related to global issues, including tourism development.

Corporate CSR is no longer charity, which only focuses on the interests of the company. However, CSR penetrates into higher expectations, where the company's CSR program can support international development targets that can be measured in the achievement of the Millennium Development Goals (MDGs) and the target of increasing a country's Human Development Index (HDI). CSR carried out by the company is expected to positively impact the development of the community where the company is located. The company's contribution to society can be felt mostly in developing countries [13]. The company's role is a hope for the economic growth of the community, especially when the Government often fails to provide basic services, including the development of infrastructure, education, and health facilities [14].

4 Conclusion

Based on the discussion conducted on the feasibility of building a tourist terminal that is integrated with a train station, it can be concluded that: Normative tourism terminal development can be carried out in Blitar Regency. From the aspects of location, socio-economic, cultural, technical, and environmental, a tourist terminal in Blitar Regency can be carried out. Suppose the construction of a tourist terminal integrated with the train station is carried out. In that case, the Garum Train Station is the most appropriate station for a tourist terminal to be built. Regarding the appraisal of the feasibility of building a tourist terminal that is integrated with a train station, it is advisable to the Blitar Regency Government to determine and strictly regulate the Development of a Tourism Terminal in a Regional Regulation concerning the Master Plan for Regional Tourism Development and State the plan to build a Tourism Terminal integrated with a Railway Station in the plan. Regional Medium-Term Development.

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