The Development of Government Policy in Tour Ship Route Tourism Management in Karimunjawa Island, Indonesia

by Frida Purwanti

Submission date: 27-Jan-2022 08:28AM (UTC+0700)
Submission ID: 1748937193
File name: C7_-_THE_DEVELOPMENT_OF_GOVERNMENT_POLICY_IN_TOUR_SHIP.pdf (429.03K)
Word count: 4126
Character count: 22170

sciendo
Pol. J. Sport Tourism **2021**, *28(2), 32-37*
DOI: 10.2478/pjst-2021-0012

THE DEVELOPMENT OF GOVERNMENT POLICY IN TOUR SHIP ROUTE TOURISM MANAGEMENT IN KARIMUNJAWA ISLAND, INDONESIA

BAMBANG EKA WIBAWA, AZIS NUR BAMBANG, DJOKO SUPRAPTO, FRIDA PURWANTI

Diponegoro University, Faculty of Fisheries and Marine Science, Semarang, Central Java, Indonesia

Mailing address: Bambang Eka Wibawa, Diponegoro University, Faculty of Fisheries and Marine Science, Semarang, Central Java, 50275, Indonesia, e-mail: bambangwibawa9@gmail.com

Abstract
Introduction. Tourism has a major role in economic and social interests. Karimunjawa is one of Indonesia's tourist destinations, making the Karimunjawa Island a national park area for tourist destinations. Indonesia must have policies to support tourism, transportation, and infrastructure. This research aimed to identify the role of the community, tourists, NGOs, and district governments in implementing the Karimunjawa National Park management policy. ***Material and methods.*** The descriptive quantitative method (questionnaire and path analysis) was used in this research. ***Results.*** The test results showed that there was a direct relationship between the role of the community and the Central Java provincial government with a Path Coefficients value of 0.515; the role of tourists in government policies was -0.230, the role of NGOs in Central Java Provincial Government policies with a Path Coefficients value was 0.292 and the role of district governments against the Provincial Government policy was -0.332. ***Conclusions.*** The value of Path Coefficients showed that there was still a lack of policy implementation from the provincial government to the community and NGOs. Collaboration between the district and provincial governments in managing was an effective way of monitoring tourism sustainably.

Key words: management, Karimunjawa, tour ship route, tourism

Introduction

The increasing number of foreign and domestic tourists in tourism areas in Indonesia, especially in Karimunjawa, requires the availability of tourist locations. Karimunjawa has a natural beauty that is not inferior to other islands such as Bali or Lombok. However, this beauty has not been utilized properly, as tourists cannot be accommodated to enjoy this beauty [1, 2, 3, 4, 5]. Karimunjawa Island is one of Indonesia's tourist destinations, which requires preparing facilities that support tourism, except for fixing transportation by sea and air. An increasing number of hotels and homestays in the community can be noted [6, 7].

Tourism has a major role in economic and social interests. The importance of tourism makes many countries promote this sector to drive small industries as the multiplier effect. The development of marine tourism in Karimunjawa still has many social conflicts between the private sector and the government as well as the government and the people who take advantage of the Karimunjawa waters in economic development. Increasing the community's economy is an important factor in developing tourism [4, 8]. However, in Karimunjawa, there are still many social conflicts from the economic perspective. The planning concept for the division of tourism zones, both in terms of tour ship route and fishing areas, has not been organized effectively and efficiently. This research focuses on the problem of the division of tourism space and fishing space in terms of the Provincial Government's role towards related stakeholders, namely the community, private sector, and district governments, to monitor the tour ship route in Karimunjawa. This research aimed to identify the role of the community, tourists, NGOs, and district governments in implementing the Karimunjawa National Park management policy.

Material and Methods

Description of the study sites

This research was conducted in April-September 2020 at Karimunjawa-Indonesia. The map of the research location can be seen in Figure 1.

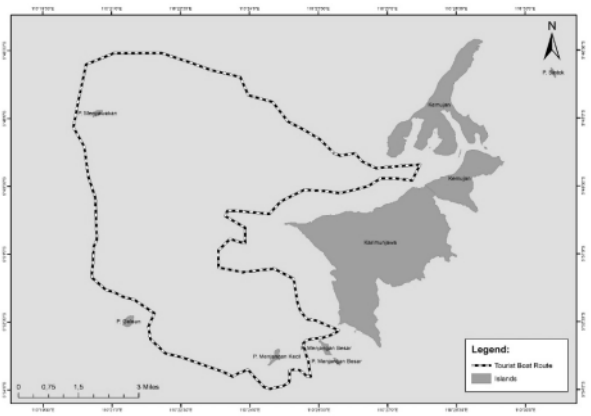

Figure 1. Research Location at Karimunjawa, Central Java, Indonesia

Copyright © 2021 by the Józef Piłsudski University of Physical Education in Warsaw, Faculty of Physical Education and Health in Biała Podlaska

Data Collection

The method used was a case study and a field survey using a questionnaire. The questionnaire data collection involved 4 stakeholders, namely the Regional Government of Central Java Province (Y), the Community (X1), Tourists (X2), Private (X3), and the Regional Government of Jepara Regency (X4). The sample determination was adjusted to the work sector of the Government, Private and Community Service that managed and utilized tourism in Karimunjawa. The number of respondents for each variable was 30 people from the population. The primary data collection method was Focus Group Discussion with 150 respondents, with the secondary data collected in 2020.

Data analysis

The method of data analysis was Path analysis, and further investigation was performed using the Smart PLS 3.0 application. This research was divided into two research variables, namely:

1. Exogenous Variables

The independent variables used in this study were:

a. (X1) The aspirations and community's role in maintaining and preserving tourism in Karimunjawa, especially tour ship routes (6) indicators.

b. (X2) The role of tourists in maintaining and preserving tourist areas in Karimunjawa, especially tour ship routes (11) indicators.

c. (X3) The role of the private sector (NGOs and LSM) in maintaining, managing, and preserving tourist areas in Karimunjawa, especially tour ship routes (6) indicators.

d. (X4) The Jepara Regency Regional Government's role in maintaining, managing, and preserving the tourist area in Karimunjawa, especially the tour ship route for small-scale fishers (5) indicators.

2. Endogenous Variables

The dependent variable used in this study was:

a. (Y) Variable of Central Java Provincial Government Policy. This variable used 12 indicators.

The instrument used in measuring variables was adopted from the study (Pramesthy & Maro, 2019), with some modifications made according to the study. Each indicator was then measured using a 5-point Likert scale. Respondents were asked to express their perceptions, choosing from among five answers, i.e. (1) strongly disagree, (2) disagree, (3) neutral, (4) agree, and (5) strongly agree. The path model can be seen in Figure 2.

The questionnaire data were tested through several stages of analysis, namely the validity test: the validity test with the SmartPLS program was known to have a loading factor value > 0.7 for confirmatory research, while a value > 0.6 could still be accepted in exploratory research with an average variance extracted (AVE) > 0.5 [9, 10]. The reliability test is implemented to determine the results of measurements carried out consistently if measurements are made using the same measuring instrument [11], i.e. an instrument that produces a consistent measure at different times even though it is used repeatedly, thus indicating that it meets the requirements of reliability. Test analysis techniques: Structural Equation Modeling (SEM) SmartPLS, Outer Model (Outer relation or measurement model), and Cross-Loadings and Inner Model (Inner relation or structural model or substantive theory).

According to [12, 13, 14], the Inner Model describes the relationship between latent variables based on substantive theory. The equation model can be written as follows:

$$\text{Equation Model: } \eta = \beta\eta + \Gamma\xi + \varsigma$$

Where η represents the endogenous (dependent) variable vector, ξ is the vector of the exogenous latent variable, and ς is the residual (unexplained variance) vector. Because PLS is designed for a recursive model, the relationship between latent variables means that each latent dependent variable, or often called the causal chain system of latent variables, can be specified as follows:

$$\text{Equation Model: } \eta j = \Sigma i\, \beta ji\, \eta i + \Sigma i\, \gamma jb\, \xi b + \varsigma j$$

Where βji and γjb are path coefficients connecting endogenous predictors and exogenous latent variables ξ and η along the index range i and b and ςj are the inner residual variables. The value of the p-value in the index range is the basis of the signifi-

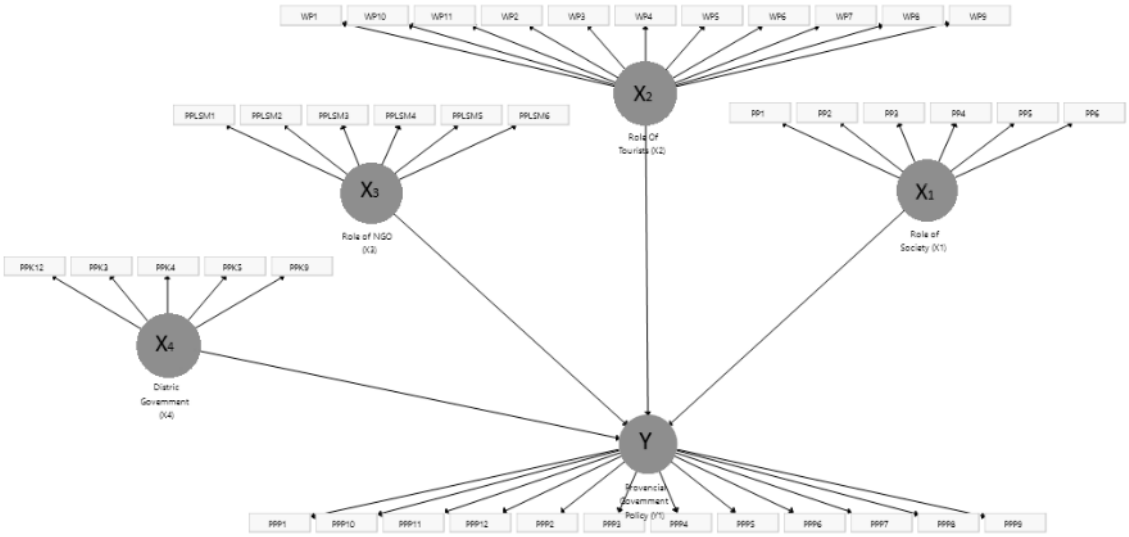

Figure 2. Pathway models in research

cant relationship between exogenous and endogenous variables. It is shown in the latent variables where the p-value > 0.05 is said to be insignificant, and the p-value < than 0.5 is said to be significant.

Results

The outer model or measurement model was assessed through reliability test, validity test, convergent validity, and discriminant validity using SmartPLS 2.0. Reliability test was done by looking at the value of composite reliability and Cronbach alpha. The validity test was carried out by looking at the AVE (Average Variance Extracted) value, where the AVE value must be greater than 0.5. Convergent validity was assessed by looking at the construct indicator's loading factor with a value limit of 0.7. At the same time, discriminant validity was determined using the results of cross-loading.

The indicator meets the validity test if the loading factor value is more than 0.7, while the loading factor of 0.5 to 0.6 can still be maintained for models that are still in the development stage, as described in Table 1.

Table 1. Data reliability test results

	Cronbach's Alpha	rho A	Composite Reliability	Average Variance Extracted (AVE)
District Government (X_4)	0.799	0.901	0.831	0.504
Provincial Government Policy (Y_1)	0.910	0.937	0.921	0.500
Role of Tourist (X_2)	0.935	0.968	0.942	0.597
Role of NGO (X_3)	0.848	0.923	0.882	0.555
Role of Society (X_1)	0.823	0.887	0.868	0.531

Based on this criterion, indicators whose value was below 0.5 must be dropped from the analysis. The results of the loading factor value are presented in Figure 3.

The loading factor results in Figure 3 show that the value for the construction of all variables was mostly more than 0.70. There was no loading factor below 0.50, while the loading factor value ranging from 0.50 to 0.60 was still allowed. So, it could be concluded that each construction indicator was valid. The results of loading factors with the model shown in Figure 3 explained that the community's variable aspirations and roles (X1) had a direct effect on the policy variables of the Central Java Provincial Government (Y) with a loading factor value of 0.515. The interviews with community respondents said that the implementation of government regulations already existed, but the implementation of policies from the government to the community were not running effectively and efficiently both in terms of socialization and training. It was evidenced by the path analysis results seen from the path coefficients test between community participation and provincial government policies, which showed a value of 0.515.

Efforts to develop and utilize various tourism potentials are the availability of regional superior tourism objects and the availability of accommodation facilities. However, in its use, there were still many internal conflicts over the tour ship route that collide with the fishing boat route in the marine tourism area of Karimunjawa. Therefore, to solve this problem, it was necessary to arrange cross-tour routes. The inner and structural models describe the relationship between latent variables, where each variable must have a calculated T value> T table 1.96. The value of the relationship between variables can be seen in the path coefficients test results presented in Table 2.

The results of the path coefficients test in Table 2 above show the variable that had the largest coefficient and t-count value was the aspirations and roles of the community towards Central Java provincial government policies. Furthermore, it was also followed by the relationship variable of private roles

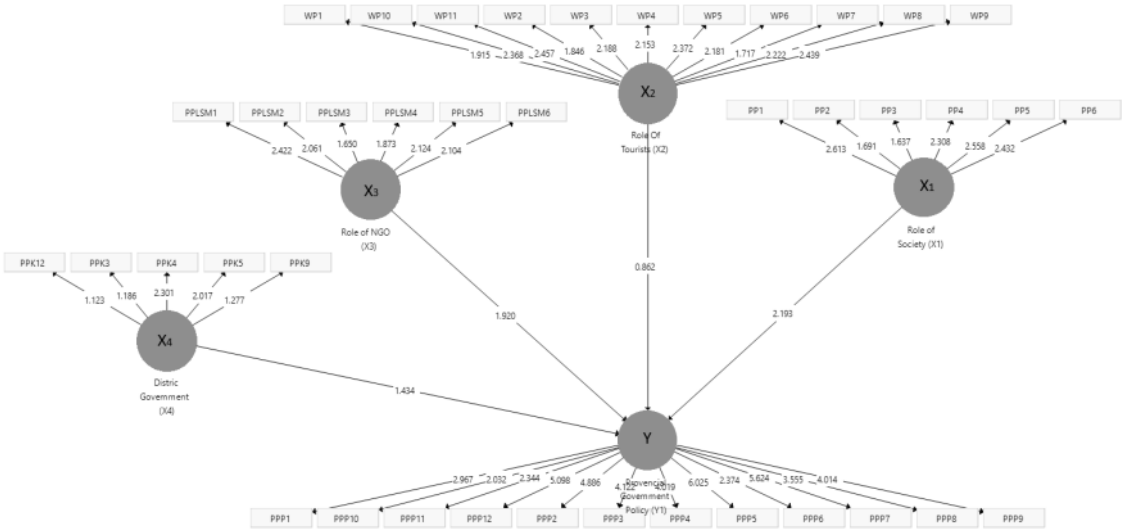

Figure 3. Loading factor Value

Table 2. Path coefficients test

	Original	Sample	Standard	T Statistic	P Values
District Government (X_4) > Provincial Government Policy (Y_1)	-0.332	-0.252	0.234	1.417	0.157
Role of Tourist (X_2) > Provincial Government Policy (Y_1)	-0.230	-0.180	0.262	0.878	0.381
Role of NGO (X_3) > Provincial Government Policy (Y_1)	0.292	0.290	0.143	2.042	0.042
Role of Society (X_1) > Provencial Government Policy (Y_1)	0.515	0.354	0.244	2.115	0.035

such as NGOs, LSM to Central Java Provincial Government Policy to the tour ship route in Karimunjawa.

From the results of the path coefficients test, it could be concluded that there were two significant relationships where the t-count was greater than the t-table (> 1.96) with a significance level < 0.05, namely X1 and X3, while the other two relationships, namely X2 and X4, have smaller t-count. The relationship of X1 and X3 could be explained as follows. First, the aspirations and roles of the community (X1) towards the policy of the Central Java provincial government had a coefficient value of 0.515 with the at-count value of 2.115

(> 1.96). This value was based on the calculation of the answers to the aspiration questionnaire and the role regarding operations, involvement of determining the ship's route, preparation of a tour ship operating cost budget, the involvement of counseling, and dissemination of the implementation of ship route determinants, initiatives to determine the ship route and monitoring of coral reef ecosystems from the tour route personally.

Second, the relationship between the role of the private sector such as NGOs, LSM (X3) on Provincial Government Policies with a coefficient value of 0.292 and at-count value of 2.042 (> 1.96). This value was based on the calculation of the answers to the questionnaire, which contains the private sector's role in determining the route, including opinions on knowledge, suitability, travel, involvement, mapping, and counseling on the tour ship route. The results of the Discriminant validity, Cross Loading and Path Coefficients tests, also the relationship between the constraints that affect tourism management, especially the tour ship route in Karimunjawa, showed that the role of the community (X1) and private variables such as NGOs, LSM (X3) toward the Provincial Government Policy was greater compared to other variables, namely the role of tourists (X2) and the role of the Jepara Regency government (X4) in managing the tour ship route.

Discussion

Construction could be said to be reliable if the value of Composite Reliability and Cronbach Alpha was above 0.7 [11, 15], but if the Cronbach Alpha value was below 0.7 while the Composite Reliability value was above 0.7, the data could still be said to be reliable or good. The evaluation of the construct's convergent validity using an indicator in the form of average variance extracted (AVE) must be above 0.5. As for Table 1 above, it could be explained that each variable tested in this study was reliable. It was because the reliability value in the table was greater than 0.7. It is proved that each question indicator in the questionnaire could answer variables [16, 11, 17].

The intimacy of each construction was tested through looking at the convergent validity of each construct indicator. An indicator had good reliability if the value was greater than 0.70, while the loading factor value of 0.50 to 0.60 could be maintained for models that were still in the development stage [18,11, 15]. The high value of path coefficients showed that the community's role in supporting the cross-ship tour was very important. However, the Central Java Provincial Government had not made maximum community empowerment both from training and socialization regarding the use of tour ship routes in Karimunjawa [4]. As a national policymaker in Karimunjawa, the Central Java provincial government must create more partnerships with the community so that in the future, the management of the tour ship route is better. The participation of NGOs in preserving Karimunjawa marine tourism is also very important because the path coefficients analysis between the Role of Tourists and Provincial Government Policies also showed a good value of 0.292.

The variable of tourist role (X2) had a negative effect directly on the icy variable of the Central Java Provincial Government (Y) with a loading factor value of -0.230. This study results could be illustrated by the need for special attention from the government in socializing tourists to support all the Central Java provincial government policies. The socialization referred was the socialization of the tour ship route so that tourists who come to tourist sites would not follow their wishes to determine tour routes to see tourist destinations. According to the research by Umardiono [19], many tourists still used tour sites carelessly, namely throwing garbage into the sea and not following the tour ship route. Umardiono [19] and Priyanto [20] said that the collaboration between district and provincial governments in management effectively monitored tourism sustainability.

The results of this study show that there was a need for increasing the collaboration between the Central Java provincial government and NGOs, and local district governments in order to carry out effective monitoring. The results showed that NGOs' role in the Central Java Provincial government still showed a positive value of path coefficients. So it needed to be increased in collaboration for the management of tour routes in Karimunjawa. Communication that does not work optimally between NGOs and the Provincial Government impacts marine tourism slow management in Karimunjawa, both from the community and personal assistance [20, 21, 4].

The variable Jepara Regency Regional Government role (X4) had a negative effect directly on the variable of Central Java Provincial Government Policy (Y) with a loading factor of -0.332. According to Law of the Republic of Indonesia number 23 of 2014 concerning Regional Government, it is stated that the management of marine resources from the coastline up to 12 miles belongs to the Provincial Government, so it tends to cause conflict between the Regency and Provincial governments in implementing integrated management. Karimunjawa tourism development is directed at tourism in economic activities that can create jobs and business opportunities to increase community income and regional foreign exchange earnings [22, 21, 4].

The value of the relationship between variables can be seen in the path coefficients test results presented in Table 2. The inner and structural models describe the relationship between latent variables where each variable must have a calculated T value> T table 1.96 [23, 24, 25,11]. In this study, three relationships were studied: the relationship between regional policies

on coral reef rehabilitation and community aspirations for mangrove rehabilitation.

Conclusion

The identification results show that the Provincial Government needed to maximize the community, tourists, NGOs, and the Jepara Regency Government. Community participation in Karimunjawa National Park's management has not been maximally empowered, both from training and socialization on the use of tour ship routes in Karimunjawa. The participation of tourists needs to be increased through the socialization of the predetermined tour ship route so that tourists who come to tourist sites do not follow their wishes in determining tour route and maintaining cleanliness by not littering. The role of NGOs also needs an improvement, especially in collaboration with the management of tour routes in Karimunjawa. Communication that does not work optimally between NGOs and the Provincial Government impacts the slow management of marine tourism in Karimunjawa, both from public and private assistance. Simultaneously, the Jepara Regency Government's role needs synchronization with the Central Java Provincial Government in managing ecosystem and tourism, especially monitoring of the tour route. The lack of synchronization can lead to the lack of harmonization in implementing effective integrated management aimed at monitoring tourism sustainability.

Acknowledgements

Researchers would like to thank the Karimunjawa National Park, the Jepara Regency Marine and Fisheries Service, the Jepara Regency Tourism Office, the Jepara Regency Environmental Service, and the Central Java Provincial Government for cooperation.

References

1. WWF-Indonesia. (2009). Principles and Criteria for Community Based Ecotourism. *Ekowisata* 1-9. [in Indonesian]
2. Ministry of Tourism of the Republic of Indonesia. (2016). *Development of priority tourism destinations 2016-2019*. National Coordination Meeting of the Ministry of Tourism „Acceleration of Tourism Development in the Context of Achieving the Target of 12 Million Tourists and 260 Million Tourists 2016", 76. [in Indonesian]
3. Hafsaridewi R., Sulistiono S., Fahrudin A., Sutrisno D., Koeshendrajana S. (2018). Resource management in the Karimunjawa Islands, Central Java of Indonesia, through DPSIR approach. *Advances in Environmental Sciences - International Journal of the Bioflux Society* 10(1), 70-22.
4. Qodriyatun S.N. (2019). Implementation of Sustainable Tourism Development Policy in Karimunjawa. *Aspirasi: Jurnal Masalah-Masalah Sosial* 9(2), 240–259. DOI: 10.46807/aspirasi.v9i2.1110
5. Fafurida F., Oktavilia S., Prajanti S.D.W., Maretta Y.A. (2020). Sustainable strategy: Karimunjawa national park marine ecotourism, Jepara, Indonesia. *International Journal of Scientific and Technology Research* 9(3), 3234-3239.
6. Prasetya J.D., Ambariyanto A., Supriharyono S., Purwanti F. (2018). Hierarchical synthesis of coastal ecosystem health indicators at Karimunjawa National Marine Park. *IOP Conference Series: Earth and Environmental Science* 116, 1-7. DOI: 10.1088/1755-1315/116/1/012094
7. Mazaya A.F.A., Yulianda F., Taryono T. (2019). Economic valuation of coral reef ecosystem for marine tourism Karimunjawa National Park. *IOP Conference Series: Earth and Environmental Science* 241, 1-7. DOI: 10.1088/1755-1315/241/1/012025
8. Kismartini K., Yusuf M. (2015). Stakeholders analysis: Managing coastal policy implementation in Rembang district. *Procedia Environmental Sciences* 23, 338-345. DOI: 10.1016/j.proenv.2015.01.049
9. Akbar R., Pilcher R., Perrin B. (2012). Performance measurement in Indonesia: the case of local government. *Pacific Accounting Review* 24(3), 262-291. DOI: 10.1108/01140581211283878
10. Roy S.K., Balaji M.S., Quazi A., Quaddus M. (2018). Predictors of customer acceptance of and resistance to smart technologies in the retail sector. *Journal of Retailing and Consumer Services* 42, 147-160. DOI: 10.1016/j.jretconser.2018.02.005
11. Gozali I., Latan H. (2015). *Patrial Least Squeres*: Konsep, Teknik, dan Aplikasi Menggunakan Program SmartPLS3.0. UNDIP, Semarang.
12. Ring C.M., Wende S., Will A. (2005). *Smart PLS 2.0 M3*. Hamburg: University of Hamburg.
13. Ringle C.M., Wende S., Becker J. (2015). *Smart PLS 3*. SmartPLS GmbH, Boenningstedt.
14. Qu T., Lei S.P., Wang Z.Z., Nie D.X., Chen X., Huang G.Q. (2016). IoT-based real-time production logistics synchronization system under smart cloud manufacturing. *International Journal of Advanced Manufacturing Technology* 84, 147-164. DOI: 10.1007/s00170-015-7220-1
15. Thomas L.J., Parsons M., Whitcombe D. (2019). Assessment in Smart Learning Environments: Psychological factors affecting perceived learning. *Computers in Human Behavior* 95, 197207. DOI: 10.1016/j.chb.2018.11.037
16. Koo C., Chung N., Nam K. (2015). Assessing the impact of intrinsic and extrinsic motivators on smart green IT device use: Reference group perspectives. *International Journal of Information Management* 35, 64-79. DOI: 10.1016/j.ijinfomgt.2014.10.001
17. Hastuti T.D., Gozali I. (2015). Manipulation detection in financial statements. *International Journal of Humanities and Management Sciences* 3(4), 222-229.
18. Kusuma A., Soesatyo Y. (2014). Effect of workload on work stress and its impact on employee performance. *Jurnal Ilmu Manajemen* 2(2), 375-386. [in Indonesian]
19. Umardiono A. (2011). Development of tourism objects in the Java Karimun Islands National Park. *Journal FISIP* 24(4), 192-201. [in Indonesian]
20. Priyanto S.E. (2016). The impact of the development of special interest snorkeling tourism on the environment: The case of Karimunjawa tourist destinations. *Kepariwisataan* 10(3), 13-26. [in Indonesian]
21. Adietya B.A., Gustiarini E.D. (2018). Comparative study of the performance of Trimaran, Catamaran and Monohull ships as crossings in the Karimunjawa Islands. *Kapal: Jurnal Ilmu Pengetahuan Dan Teknologi Kelautan* 15(1), 18-23. DOI: 10.14710/kpl.v15i1.18487 [in Indonesian]
22. Sutanto M.A., Riyanto B., Yuwono E.C. (2013). Promotion design to support the marine tourism potential of the Kangean Islands, Sumenep Regency, East Java. *Jurnal DKV Adiwarna* 1(2), 1-20. [in Indonesian]
23. Murzyn K., Róg T., Pasenkiewicz-Gierula M. (2005). Phosphatidylethanolamine-phosphatidylglycerol bilayer as a

model of the inner bacterial membrane. *Biophysical Journal* 88(2), 1091-1103. DOI: 10.1529/biophysj.104.048835
24. Aarons G.A., Hurlburt M., Horwitz S.M.C. (2011). Advancing a conceptual model of evidence-based practice implementation in public service sectors. *Administration and Policy in Mental Health and Mental Health Services Research* 38, 4-23. DOI: 10.1007/s10488-010-0327-7
25. Tan S.K., Kung S.F., Luh D.B. (2013). A model of "creative experience" in creative tourism. *Annals of Tourism Research* 41, 153-174. DOI: 10.1016/j.annals.2012.12.002

Submitted: April 22, 2021
Accepted: May 26, 2021

The Development of Government Policy in Tour Ship Route Tourism Management in Karimunjawa Island, Indonesia

ORIGINALITY REPORT

8%	%	8%	%
SIMILARITY INDEX	INTERNET SOURCES	PUBLICATIONS	STUDENT PAPERS

PRIMARY SOURCES

1	Mun Yah Zahiroh. "Cybersecurity Awareness and Digital Skills on Readiness For Change in Digital Banking", Li Falah: Jurnal Studi Ekonomi dan Bisnis Islam, 2020 Publication	2%
2	"Proceedings of Tourism Development Centre International Conference", Walter de Gruyter GmbH, 2020 Publication	1%
3	Bambang Purwanggono, Yohana Aeria Damyana. "Effect of internal R&D activities to the accumulation of organizational technical knowledge with the mediation role of absorptive capacity to establish the innovation capability of electronic industries", MATEC Web of Conferences, 2018 Publication	1%
4	Cahyani, B Hamzah, E Syarif. "Greenway model as a support of Makassar smart city",	1%

IOP Conference Series: Earth and Environmental Science, 2020
Publication

---

5 Evo Sampetua Hariandja. "Customer perspective on dynamic marketing capability in international hotels of Indonesia during Covid-19: Confirmatory factor analysis", Innovative Marketing, 2021 — 1%
Publication

---

6 Isaac Kofi Mensah. "Perceived Usefulness and Ease of Use of Mobile Government Services", International Journal of Technology Diffusion, 2020 — <1%
Publication

---

7 Budi Supriyatno. "Fiscal Decentralization of the Government of the City of Surabaya Indonesia", Modern Applied Science, 2020 — <1%
Publication

---

8 R S Hamid, S M Anwar, Salju, Rahmawati, Hastuti, Y Lumoindong. "Using the triple helix model to determine the creativity a capabilities of innovative environment", IOP Conference Series: Earth and Environmental Science, 2019 — <1%
Publication

---

9 Syed Muhammad Fazal-e-Hasan, Alireza Amrollahi, Gary Mortimer, Sujana Adapa, M S Balaji. "A multi-method approach to — <1%

examining consumer intentions to use smart retail technology", Computers in Human Behavior, 2020
Publication

---

10 Nyoman Surya Wijaya, I Made Darsana, I Wayan Pantiyasa, I Nyoman Gede Astina. "ORGANIZATION CULTURE, COMPETENCY, COMPENSATION, JOB SATISFACTION AND LECTURER LOYALTY", Journal of Business on Hospitality and Tourism, 2018 <1%
Publication

---

11 Andre Parvian Aristio, S. Supardi, Rully Agus Hendrawan, Alifiansyah Arrizqy Hidayat. "Analysis on Purchase Intention of Indonesian Backpacker in Accommodation Booking through Online Travel Agent", Procedia Computer Science, 2019 <1%
Publication

---

12 E Widijastuti, Masyhuri, Jamhari, J H Mulyo. "Effect of application of supply chain management practices on certified organic rice supply chain performance", IOP Conference Series: Earth and Environmental Science, 2021 <1%
Publication

---

13 Nur Laily, Dewi Urip Wahyuni. "The Key Success Female Entrepreneurs Batik Jonegoro <1%

in Indonesia", International Journal of Business Administration, 2018
Publication

Exclude quotes	On	Exclude matches	Off
Exclude bibliography	On		