

Assessing Community Readiness in Mojokerto toward Majapahit Marine Resort Development Plan

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Abstract

The development and management of a program must involve the community, as well as the development of Majapahit Maritime Tourism. This community involvement aims to make the program development sustainable and improve welfare. This research is considered necessary as an initial measurement (assessment) of the readiness of the community in the Ngotok River Basin, Rejoto Bridge, Pulorejo Village, Prajurit Kulon District, Mojokerto City. The analysis is viewed from the socio-economic setting of the community, the readiness of stakeholders to face socio-economic changes, and the readiness to manage the Majapahit Marine Tourism village. The mixed method research method was chosen as an approach in answering research problems. The number of respondents in this study were 101 people who were selected by clustered random sampling. Data was collected by distributing semi-closed-end questionnaires, interviews with stakeholders determined by purposive sampling and field observations. Data analysis was carried out through descriptive analysis of cross tables (crosstabulation), weighting and review of several related spatial planning documents. Test the validity of the study using data triangulation. Regarding the development plan for Majapahit Maritime Tourism, this study concludes that the readiness of the Mojokerto community is at the Preparation stage. The pattern of community adaptation in responding to social, economic and environmental issues that are predicted to occur as a result of the development of Majapahit Maritime Tourism is categorized in adaptation by adjustment. Although Majapahit Maritime Tourism will only operate in 2023, policy makers have made physical, social and economic preparations in welcoming this development plan through the formation of Tourism Awareness Groups (Pokdarwis), program socialization through digital platforms, integration of coordination of program preparation by the government, government agencies. Sub-district to village government. It is hoped that all Mojokerto people can benefit from this tourism development.

Keywords

community readiness; marine tourism; community adaptation; assessment



I. Introduction

The tourism sector is a sector that will continue to grow in the midst of the Covid-19 Pandemic. The Government of Indonesia in the 2020-2024 National Medium-Term Development Plan (RPJMN) states that in the context of increasing economic value added, the basis for synergy and integration of cross-sectoral policies is established, one of which is

the linkage of the tourism sector. One of the priority tourism diversification is Cultural Tourism. In this case, what is meant by Cultural Tourism is Heritage Tourism, Historical Tourism, Culinary Tourism, City Tourism which is focused on Urban Heritage Regeneration, and Village Tourism. The development of independent tourism villages is considered an effective and efficient step in terms of fulfilling the priority indicators of the 2020-2024 RPJMN.

By looking at the geographical conditions of Mojokerto City which is located around the Brantas watershed and the potential cultural heritage of the Majapahit Kingdom, the Mojokerto City Government planned the concept of Majapahit Maritime Tourism with the theme The Spirit of Majapahit. The Mojokerto City Government has drawn up a plan to develop the area around the Rejoto Bridge, Pulorejo Village and Blooto Village, Prajurit Kulon District, Mojokerto City as a tourist village. Majapahit Marine Tourism is a program for tourism development related to the National Tourism Strategic Area (KSPN). This tour is expected to become a new icon for the City of Mojokerto as a form of implementing Presidential Regulation Number 80 of 2019 concerning the Acceleration of Economic Development in the East Java Region.

A tourist attraction has at least 3 important aspects that support its development and management, including: 1) Natural and environmental resources that are tourist attractions, 2) A mature management system, both in terms of completeness of facilities, security, and prevention of environmental impacts. , and 3) Socio-economic impact for the community around the tourist attraction (Chotsopanon et al., 2018). The development of new tourism objects must be based on the creativity of the local community which is facilitated by the local government (Pemayun, 2010). Thus, program development and management must involve local communities. This community involvement aims to make the program development sustainable and improve welfare (Delfiliana & Dewi, 2016a).

In order to achieve the development goals, it is necessary to carry out an initial assessment (assessment) of the readiness of the community in the Ngotok River Basin, Rejoto Bridge, Pulorejo Village, Prajurit Kulon District, Mojokerto City. The level of community readiness that will be identified is readiness both socially and economically. This assessment of community readiness aims to enable the community to prepare themselves, adapt to issues and impacts that will occur, synergize and receive benefits from new tourism development.

Community readiness is a concept that can be measured, both at the individual and community level, which serves to measure how well individuals or communities are ready to face a problem at hand (Orbawati et al., 2020). Currently, community-based tourism (Community Based Tourism) is very popular to form a development strategy in the tourism sector. The concept aims to increase the intensity of community participation, so that it can provide improvements in the socio-economic field, so that the community has the power to make decisions to manage a development in the tourism sector (Widyatmaja, 2010).

Kayam in Sajogya (1996) states that tourism development is seen as an industry that can change a lifestyle thereby shifting good and bad measures of quality of life (Delfiliana & Dewi, 2016a). Adapting the development plan to the level of community preparedness is critical to success. The development plan must be effective enough to advance the community according to its level of readiness. However, efforts that are too ambitious are likely to fail because community members will be unprepared or unable to respond. To maximize the chances of successful development, the community readiness model can be used as a tool to measure readiness and develop strategies that are appropriate to the stages (Plested et al., 2014).

According to Edwards (2000) in the article Community Readiness Research to Practice, the stages of readiness and indicators for each level are as follows (Plested et al., 2014):



Figure 1. Level of Community Readiness
Source: Edwards (2000) dalam Plested BA (2014)

The following are the stages of Community Readiness Assessment Analysis:

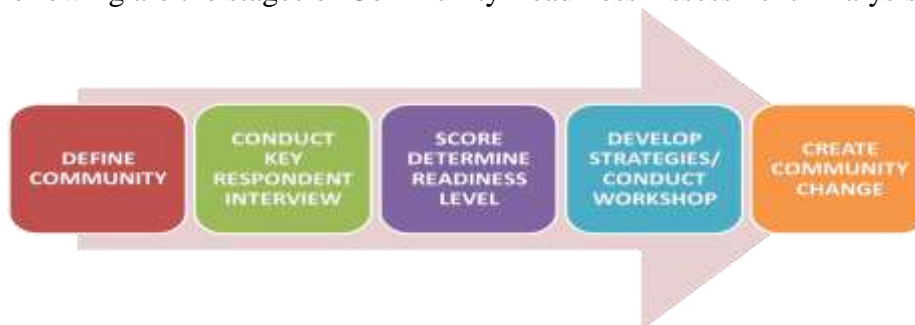


Figure 1. Stages of Community Readiness Assessment Analysis
Sources: Edwards (2000) in Plested BA (2014)

There are three arguments why research on community readiness in realizing a tourist village is important, including: 1) the problem of developing a tourist village as an effort to improve the quality of life of the community and contribute to national development; 2) rural communities as subjects who are directly affected have a vital function in supporting tourism development in the village, so that the community's readiness to support tourism village development is the most significant factor in determining whether a policy can be implemented effectively;

and 3) the village as a micro-level bureaucracy can be seen as a miniature state, in other words building village competitiveness means building Indonesia's competitiveness (Orbawati et al., 2020).

Berry in Altman, et.al., (1980) states that human behavior to adapt to the environment is a reduction in discrepancies in a system (environment), increasing harmony or achieving homeostatic conditions (Cahyani, 2013) in Hayati (2018). Berry stated that adjustment mechanisms or actions can be divided into three categories of adaptation strategies, namely (Gultom & Jati, 2020; Hayati, 2018):

1. Adaptation by adjustment, namely acting on the environment by reducing conflict, adjusting or changing behavior to be in harmony with the environment.
2. Adaptation by reaction, namely action against the environment by rejecting or making changes to the physical environment in order to increase the individual's suitability with his physical environment.
3. Adaptation by withdrawal, namely avoiding action due to environmental incompatibility or incompatibility. This is done by leaving the settings or using a replacement or moving to another place. In this third concept exemplifies an act of migration (moving).

It was further explained that although the response of the community or community groups to social, economic and environmental changes was very diverse, both in the form of support and rejection, in fact the adaptive capacity of the community was greatly influenced by how much the infrastructure provided would benefit them.

The following is the conceptual framework of the theory that underlies the research on the level of community readiness for the development plan of Majapahit Maritime Tourism in Mojokerto City:

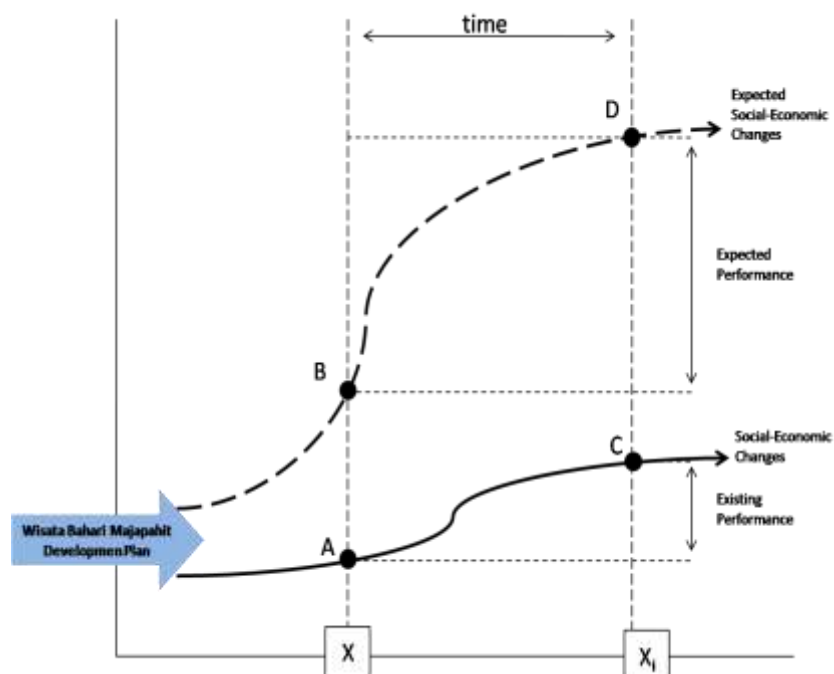


Figure 2. *Conceptual Framework of Theory*
Source: Researchers (2022)

The condition of economic and social growth of the community without the development of Majapahit Maritime Tourism in the area around the Rejoto Bridge is described where the changes that will occur in the x-xi period are along the AC line. It is

hoped that, with the development plan for Majapahit Maritime Tourism, there will be a significant growth change in the economic and social sectors of the local community as depicted in the BD line. It can be seen that there are changes in conditions before and after the implementation of the development of Majapahit Maritime Tourism. In line with the CRM concept, the community as direct beneficiaries can measure these changes, including: knowledge of issues (socio-economic impacts of Majapahit Maritime Tourism), efforts to anticipate problems, institutional readiness, and resource readiness. (in the form of money, time, land, and others).

Research on community readiness was also conducted by Abdullah & Halim (2018). This study identifies the level of awareness of the local community on issues related to turtle conservation and the tourism industry, assesses the readiness of local communities to engage in ecotourism and turtle conservation, as well as to determine alternative sources of income related to turtle conservation and ecotourism.

From previous research, this research will develop several aspects that are novelty or novelty of community readiness research in dealing with tourism development issues. The novelty aspect that will be presented in this study is that community readiness can be carried out before the construction of tourist objects and mapped based on Readiness Levels 1 to 9 (Plested et al., 2006). It is different from previous research that examines the readiness of the community after the tourist attraction is built. Conducted. The previous research method was qualitative. However, in this study, the approach method used is a mix method or a combination in which more comprehensive, valid, reliable, and objective data will be obtained (Cortini, 2014; Masrizal, 2011; Setiawan & Saputri, 2020).

The main issues raised in this study are how the level of community readiness in the Ngotok River Basin, Rejoto Bridge, Pulorejo Village, Prajurit Kulon District, Mojokerto City in terms of the socio-economic setting of the community, the readiness of stakeholders to face socio-economic changes, and readiness to manage the Majapahit Maritime Tourism village?

II. Research Method

2.1 Place and Time of Research

The research was carried out in Mojokerto City, precisely in the area of the Majapahit Maritime Tourism development site around the Rejoto Bridge (Ngothok River Basin) which is located in 2 villages, namely Pulorejo Village and Blooto Village. The research will start from July to September 2022, including site surveys, stakeholder and respondent interviews, and analysis.

2.2 Method

The method of this research approach is the mix method. The mixed methods approach or combination research method is a research method by combining two research methods at once, qualitative and quantitative in a research activity, so that more comprehensive, valid, reliable, and objective data will be obtained (Cortini, 2014; Masrizal, 2011; Setiawan & Saputri, 2020). Data was collected by distributing semi-closed-end questionnaires, interviews and field observations. Data analysis was carried out through descriptive analysis of cross tables (cross tabulation), weighting and review of several related spatial planning documents. Test the validity of the study using data triangulation.

In an effort to produce fulfillment of good sample criteria, it must meet the accuracy requirements and be able to produce data whose validity and reliability are adequate to see the validity of the data can be known by the researcher's obedience in using procedures to

take data (samples), while reliability can be indicated by the level of representation (representatives).) to the study population (Vebrianto et al., 2020). By looking at the population of Mojokerto City residents amounting to 132,434 people, it is determined that the sample of respondents is 100 people with the Slovin formula and the value of = 10%. While the research informants were determined by purposive sampling taking into account the capacity in the management of the Majapahit Maritime Tourism program, including: 1) Mrs. Sutilah as Head of the Tourism Division of the Youth, Sports and Tourism Office of Mojokerto City, 2) Mr. Mochammad Hekamarta Fanani as the Head of Prajurit Kulon Sub-district, and 3) Mr. Sudarmaji as Head of Pulorejo Village.

In this case, it is considered that the party who receives direct benefits should be the local community (indigenous people) and the community needs to know how to minimize the negative impacts that may occur (Ernawati, 2010). The indicators of the level of community readiness studied include community settings, community understanding of the socialization of the Majapahit Maritime Tourism plan, public understanding of the economic and social impacts of Majapahit Maritime Tourism, and government readiness/support for these socio-economic issues.

Table 2. Variables and Indicators

| No. | Variabel | Indikator |
|-----|--|---|
| 1. | Socialization of the Majapahit Maritime Tourism Development Plan | Sources of information, media for delivering information, and types of information obtained |
| 2. | The Impact of Majapahit Maritime Tourism Development on Community Economic-Social Growth in the future | Types of economic sectors that will develop, access to capital, economic processes that will increase, and knowledge of the impacts of Majapahit Maritime Tourism development (land ownership, congestion, demography, pollution, and unemployment) |
| 3 | Community Readiness Level | Knowledge/preparation for economic and social changes to the development of Majapahit Maritime Tourism, including; pattern of adaptation, readiness of capital/assets, and readiness of village management institutions. |
| 4 | Institutional/stakeholder involvement | With whom will the community discuss the economic and social changes that will occur |

III. Discussion

3.1 Results

a. Socialization of the Majapahit Maritime Tourism Development Plan

The Majapahit Maritime Tourism development plan was carried out collaboratively by several stakeholders, including the Department of Youth, Sports and Tourism (Disporapar) of Mojokerto City, the Regional Development Planning Agency, Research and Development (Bappeda Litbang) of Mojokerto City, Prajurit Kulon District, Pulorejo Village. and Blooto Village. Several offices in Mojokerto City that will also be involved later are the Mojokerto City Environment Service, Mojokerto City Education Office, and several other agencies. In other words, this tourism development plan has been well coordinated from the top government level (city government) to the lowest government level (kelurahan).

As many as 32% of respondents already know the exact location of the development of Majapahit Maritime Tourism, namely in Pulorejo Village. However, there are still misconceptions about this tourist location. As many as 34% of respondents suspect that the location of the Majapahit Maritime Tourism is on Jalan Empunala. This finding supports Tourism as an industrial sector which is currently getting a lot of attention from many countries in the world (Nasution, 2021). The tourism sector has become one of the leading sectors in various countries in the world, including Indonesia as one of the prima donna for foreign exchange earners (Hakim, 2021). Tourism is an industrial sector which is currently getting a lot of attention from many countries in the world (Sinulingga, 2021). This allegation arises because the Mojokerto City Government has just inaugurated the Renovation of the Sekarsari Swimming Pool located on Jalan Empunala which carries the same theme, namely Majapahit. From these findings, it was studied that there was a mismatch of understanding because every development in Mojokerto City always uses the same concept, namely Majapahit.

From the survey that took place, 69% of respondents had an idea that the Majapahit Maritime Tourism to be built was using the concept of water tourism. In the concept of marine tourism, various tourist facilities will be built along the Ngotok River, ranging from agro-tourism, cultural park complete with amphitheater, food court, paddle, Majapahit ship design and others.

As for a number of 69% of respondents considered that the development used the Mojokerto City APBD funds. A total of 50% of respondents considered that the workforce involved in this project were employees at the Mojokerto City Government office. A total of 98% of respondents gave a positive response and supported the development plan of the Majapahit Marine Tourism.

Promotion is one of the variables in the marketing mix which is very important for companies to do in marketing their products and services (Susanty, 2010). Information about the Majapahit Maritime Tourism plan was obtained by respondents from social media (35%) in the form of Facebook, Instagram, Twitter or websites. Regarding the use of digitalization in the promotion of Majapahit Maritime Tourism, in the future, the City Government can take advantage of digitalization in managing the impact of tourism development and also assessing how the community evaluates activities in Majapahit Maritime Tourism (Kalvest et al., 2020). The Mojokerto City Government has also started promoting Majapahit Maritime Tourism to introduce tourism potential in official meetings and Maja FM radio networks.

b. The Impact of Majapahit Maritime Tourism Development on Community Economic-Social Growth

Mapping related to impacts that are predicted to arise from the development activities of Majapahit Maritime Tourism is carried out by conducting analogy analysis, namely by analogizing certain conditions that have similarities so that they can be considered for comparison (Alghadari & Kusuma, 2018). This analogy analysis is carried out by looking at the impacts that arise from the relevant tourism development. Previous research examined the impact of Lamongan Marine Tourism development, which has a significant impact on increasing Regional Original Income or PAD (Risawati et al., 2013). Indications of this impact are regional income in the form of taxes, levies, hotel taxes, restaurant taxes, and parking. Another impact is the emergence of new tourism openings such as Sedudo Waterfall Tourism in Nganjuk, which is a new profession around tourist objects, which are non-agricultural in nature such as food and beverage sellers, souvenir sellers, motorcycle taxi services, direct photo services and tour & travel service providers, to lodging or homestay rental (Padmasana, 2016). It can be concluded that the socio-economic impact that will occur is the transition of the profession from agriculture to non-agriculture, because the tourism sector is considered more promising.

From the description of the issues of socio-economic change in the development of similar tourist attractions, the researchers sought information from various stakeholders. The information obtained regarding the predicted impacts will include changes in local economic sector activities, changes in access to capital, and changes in target consumers.

According to the results of a survey of 101 respondents, a total of 52% of respondents considered that the development of the Majapahit Maritime Tourism would have an impact on the activities of the small industrial sector, with food and beverage products (46%), plaiting (17%), wood (14%) and textiles (12). A total of 47% of respondents considered that product marketing activities indicated an increase in line with the increasing tourist demand. In the future, the Pulorejo and Blooto areas will become marketers for local products from various regions in Mojokerto, both culinary, souvenirs and services.

The findings above are also a consideration for Mrs. Sutilah as Head of the Tourism Division of the Youth, Sports and Tourism Office of the City of Mojokerto. The development of new tourist objects must have an impact on increasing the local economy. Because the opening of tourists will create demand related to special culinary, souvenirs, and lodging. Mr. Mochammad Hekamarta Fanani as the Head of Prajurit Kulon said that he was preparing some special culinary delights that would become souvenirs in the form of snacks and packaged well so that visitors could easily carry them later. He is currently building partnerships with various universities for community empowerment. The same thing was also done by Mr. Sudarmaji as the Head of Pulorejo Village, where the Majapahit Maritime Tourism object will be built.

Changes in access to capital for small industries are predicted by 86% of respondents to increase. In addition, 93% of respondents think that access to capital for trade and service activities will also increase. A total of 67% of respondents considered that the target consumers of these sectors would not only be from within the city but also consumers from outside the city who were visitors to the Majapahit Maritime Tourism. Regarding access to capital, the private sector has not made any offers either to banks or cooperatives, because development activities have not yet started, however, the public has had insight into the prediction of increasing access to softer capital for small industry, trade and service business actors who will open businesses in the area. Majapahit Maritime Tour.

c. Level of Community Readiness and Adaptation

The Majapahit Marine Tourism Development Plan is expected to have several impacts, such as social, economic and environmental changes. Some of the issues circulating in the public discussion are land ownership, demography (urbanization), economic activity, environmental damage and pollution, congestion, and unemployment. In this study found forms of adaptation that are already known and began to be prepared by residents. Adaptation consists of attitudes and actions to be taken, forms and sources of capital to be prepared and actors selected to become discussion partners.



Figure 1. Opportunity to Sell Assets in the Form of Land
Source: analysis, 2022

In figure 1 it is explained that 38% of the community has 2 different opinions, namely people who prefer not to sell their land because they prefer to manage it and there are people who prefer to sell their land to the government because it is considered more profitable to sell their land to the government. In addition, there are 22% of the people who choose to sell their land to entrepreneurs who want to build their business in the WBM (Wisata Bahari Majapahit) location and the rest prefer to sell their land according to the price.



Figure 2. Opportunity to Rent Assets in the Form of Land/House
Source: analysis, 2022

Figure 2 explains that 60% want to rent out their assets in the form of land to local governments because they feel it is more profitable. Another 32% prefer to lease their land to entrepreneurs and the remaining 12% prefer not to rent out their land and the rest choose to use their own business.



Figure 3. Land/House Investment Opportunities around the Majapahit Maritime Tourism Area

Source: analysis, 2022

In Figure 3 it is found that 76% of the people want to invest in WBM. The construction of the WBM (Mojopahit Maritime Tourism) project opens up business or investment opportunities because with WBM the economic turnover rate will run quickly and can open up business opportunities. Because of this, many investors or the public are willing to invest in the WBM area. The investment can be in the form of land or houses, because what is certain is that the selling rate of land or houses will rise high.



Figure 4. Community Adaptation to Air Pollution Prediction
Source: analysis, 2022

The development of tourist areas in an area will certainly produce 2 impacts on people's lives, namely positive impacts and negative impacts. The positive impacts received by the community include regional progress and economic improvement. As for the negative impact, namely the presence of air pollution that can interfere with people's lives. According to the data collected by the researchers, it was found that if there is air pollution, 50% of the people will stay in the WBM area and 41% of the people will move to another village, 12% of the people decide to move out of town and the remaining 3% do not know or have no opinion.



Figure 5. Adaptation of Society to Unemployment Prediction
Source: analysis, 2022

At this point the researchers looked at various aspects, among others, if the WBM was built and caused unemployment, how would the community respond? it was found that the data from the research of these researchers that there were 47% of the people chose to look for work in the next village or elsewhere, 34% of the people chose to look for work in other cities, while 19% of the people chose to keep looking for work in other cities. WBM village but in other fields and the rest choose not to know.



Figure 6. Community Adaptation to Congestion Prediction
Source: analysis, 2022

One of the impacts of the construction of the WBM is the occurrence of congestion caused by increased vehicle activities. From here the researchers took data from the community about how they would respond if there was congestion in the WBM area, the researchers found that 41% chose to stay in the WBM village. 33% choose to take public transportation, 14% people choose to move to another village or other sub-district, while 8% people choose to move outside the city and the rest people choose not to have an opinion.

d. Institutional/Stakeholder Involvement

When the wheels of the economy start to run and there is also an opportunity, then in order to launch these activities, capital is needed. Capital to finance their own activities can be in the form of money, skills / expertise, property (land) or others. Here the researchers collected and processed the data until it was found that 36% of the community chose capital with funds/money, 32% of the community chose skills/expertise, 26% of the community chose land, while 4% of the community used ASKES/BPJS/INSURANCE as their capital and the rest still don't know.



Figure 7. Readiness of Capital/ Community Capital
Source: analysis, 2022

The researchers think that where the origin/source of the capital that you will use to finance the development efforts of the Mojopahit Marine Tourism is is very important, so the researchers found and processed the data so that it was found that 34% came from government assistance, 33% came from private funds, 15% comes from loan funds, 8% comes from ASKES/BPJS while the 7% comes from CSR program funds and the rest is still undecided.



Figure 8. Source of Capital/ Community Capital to Financing Impact
Source: analysis, 2022

Researchers collect and process data about whom the community will plan or discuss about WBM development efforts. The researchers found 5 important points here which are explained by the graph above. Stakeholders who became community discussion partners regarding the development plan of Majapahit Maritime Tourism found that 32% of the people chose to discuss with city/village/sub-district government officials, 31% chose community

leaders, 23% chose business people and 12% chose activists / NGOs, while the rest still have no choice.



Figure 9. Community-Stakeholder Engagement toward Majapahit Marine Resort Plan

Source: analysis, 2022

3.2 Discussion

From the results of the study, it is obtained an indication that the level of community readiness to face the development of Majapahit Maritime Tourism in 2023 is at Level 5: Preparation. At this stage, the tourist attraction has not been built, but the community does not reject the plan. The community provides simple support and has the ability to read opportunities in an effort to achieve benefits and predict the impacts that will occur. The government as regional leader has made thorough preparations related to development issues and provided assistance to guard the community through Pokdarwis cadres. The pattern of community adaptation is Adaptation by adjustment, where the community tries to be in harmony with the existing plan.

Table 3. Community Readiness Analysis and Adaptation Strategies

| No. | Issues | Action | Strategy |
|-----|-----------------------------------|--|-------------------------------|
| 1 | Land Changing Issue | <ul style="list-style-type: none"> - Stay in their village - Land rent to Government - Land sale to Government - Land/ house investment near resort location | Adaptation by adjustment |
| 2 | Bio Degradation Issue | Still work dan stay live in village | Adaptation by adjustment |
| 3 | Congestion Issue | <ul style="list-style-type: none"> - Stay - Transitional of transportation moda | Adaptation by adjustment |
| 4 | Economy Activities Changing Issue | <ul style="list-style-type: none"> - Still work in current job - Open new job opportunity | Adaptation by adjustment |
| 5 | Unemployment Issue | <ul style="list-style-type: none"> - Find new job opportunity outside the origin village | <i>Adaption by withdrawal</i> |
| 6 | Impact-Cost Preparation Issues | The variety of Source of Impact Cost Preparation: <ul style="list-style-type: none"> - Money - Land - Skill - Health insurance | Adaptation by adjustment |

Source: analysis, 2022

The following are the results of the source triangulation analysis conducted to demonstrate the validity of the findings of this study. Triangulation analysis was carried out by researchers to check the validity of the data by comparing the results of interviews with the object of research (Bachri, 2010).

Table 4. Triangulation Analysis

| No. | Theory | Stakeholder Assessment | Community Assessment |
|------------|--|--|---|
| 1 | The Impact of Majapahit Maritime Tourism Development must be able to have a positive impact on the Economic-Social Growth of the Community | <ul style="list-style-type: none"> a. Production activities that will shift up are in the trade and service economic sector. b. The government gives priority to the residents of Mojokerto City to be part of the development of Majapahit Maritime Tourism, coordinated by Pokdarwis. c. Faster economy development, faster agriculture sector decrease | <ul style="list-style-type: none"> a. The people of Mojokerto City are able to read business opportunities for the development plan of Majapahit Maritime Tourism. b. The food and beverage trade sector is predicted to increase, but there is no sustainability effort from the government c. Industrial, trade and service sector changes will not significantly affect the rate of regional local income. |
| 2 | Community readiness at this stage is between Level 1 to 5. It is known that Majapahit Maritime Tourism will start in 2023. | The Mojokerto City Government has prepared a Tourism Awareness Group (Pondarwis) as a cadre that facilitates the community to seize opportunities and prepares the community to take benefits from tourism development, including Majapahit Maritime Tourism. | <ul style="list-style-type: none"> a. The people of the city of Mojokerto carry out adaptation by adjustment activities as an effort to be ready to welcome the development of Majapahit Marine Tourism. b. The majority of Mojokerto city residents agree and welcome the development of Marine Tourism with high enthusiasm. c. The level of community readiness at Level 5 is Preparation. There are indications that |

| No. | Theory | Stakeholder Assessment | Community Assessment |
|-----|--|---|---|
| | | | the Leader is actively starting to make careful and thorough planning. |
| 3 | Comprehensive institutional readiness from the Mojokerto city government, sub-districts to urban villages. | There are 18 Pokdarwis, of which 1 district has Pokdarwis. Pokdarwis cadres as cadres are the first agents for the community to discuss and convey ideas. | There is facilitation from the sub-district and sub-district governments in increasing community economic empowerment activities in collaboration with academics such as entrepreneurship training. |

The findings of this study are supported by previous research that a tourist attraction must be accepted by the community (Nurazizah & Darsiharjo, 2018). Viewed from the side of government support, village policies and from the institutional side, Majapahit Marine Tourism has the potential to be developed because the community is able to read the benefits that will be achieved, has a plan to create business opportunities and is supported by Pokdarwis cadres.

This research is also in line with the findings of Wijaya et al (2020) where the development of a tourism must be mature both in terms of social, economic and institutional. Although the new tourist attraction will be completed in 2023, the Mojokerto City Government has proven to be mature in terms of preparation. However, the private sector is still not known to open up opportunities for cooperation in what form.

Learning from previous research by Delfiliana & Dewi (2016) that the community must have readiness to welcome tourism development is indicated by being equipped with skills in the tourism sector, attending meetings or counseling conducted by the government so that knowledge of the concepts, objectives, and benefits of village development marine tourism to be carried out.

IV. Conclusion

This study examines the readiness of the people of Mojokerto City to welcome the Majapahit Marine Tourism Development Plan. The level of community readiness is Level 5: Preparation. At this level it was found that the community fully supports the development plan. The Mojokerto City Government carried out careful planning and facilitated the community to participate through the establishment of Pokdarwis, namely the Tourism Awareness Group which educates the public on how to participate in tourism development in Mojokerto City. This strategy is expected to be a trigger for the community to take advantage of the development of Majapahit Maritime Tourism. The pattern of community adaptation to changes that are indicated to occur in the future is included in the category of Adaptation by Adjustment. The community began to plan lifestyles where they could successfully benefit from the development of Majapahit Maritime Tourism by changing their behavior to be in line with the development plan and able to achieve benefits. These adjustments are made in order to be able to address issues related to the impact of unemployment, pollution, congestion, changes in land/building ownership, and also the preparation of capital/capital in financing expenditures for the predicted impacts.

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