

## Integrated Tourism Master Plan for Lombok

### BASELINE ANALYSIS

#### Evaluation

<b>Document title:</b>	Vol. 3 Task C - Analysis of baseline conditions of spatial plans, infrastructure gaps and visitor attractions and facilities	<b>Date of review completion:</b>	9 May 2019
<b>Document date:</b>	22 March 2019	<b>Consultant name:</b>	AECOM
<b>Version number:</b>	n/a		

#### Evaluation criteria

- i) Satisfactory for public release: Has met all of TOR to a satisfactory level.
- ii) Adequate: Has met minimum requirements of TOR. Suitable for internal project management and approval system for consultant payments.
- iii) Work Required: Not suitable to meet payment requests – requires more work.
- iv) Substandard: Requires substantial amount of improvement against the TORs.
- v) Not Addressed and explain as appropriate.

This evaluation is in three sections:

- 1) Assessment Summary
- 2) Part A against the terms of reference
- 3) Part B against tasks by chapters of the draft report

Section #1: ASSESSMENT SUMMARY:	Assessment	Action	Action by
<b>OVERALL RATING OF LOMBOK BASELINE ANALYSIS:</b>	<b>Adequate +</b>		
<u>Task C: Vol. 3 Analysis of baseline conditions of spatial plans, infrastructure gaps and visitor attractions and facilities</u>			
Task C.1 ...			
<ul style="list-style-type: none"> <li>i. The section on Planned New Development (1.2.5) does seem to contain any assessment of other development pressures that may impact on scenario development; this needs augmenting as the knowledge may impact on scenario development.</li> <li>ii. Ensure the map base used at section 1.2.7 (and subsequently) is consistent with a map base established at Vol. 1, which seems to be Fig. 38: at present these map bases are inconsistent.</li> <li>iii. Accuracy and consistency checks needed throughout Vol 3, some examples.: <ul style="list-style-type: none"> <li>a. Check Table 19, Total Lombok Island is 102%.</li> <li>b. Total forest area about 27% of Lombok area (Table 19), source JICA 2015. Not consistent, compare with Chapter 1.3.6. Forestry Area (page 104), total forest area in Lombok approximately 163 002 Ha (34,40%), source Environmental Agency of NTB Province, 2016).</li> <li>c. Page 97, Table 15 refers to a “480” slope: explain what this means.</li> <li>d. Page 101 says “... the water source in Lombok Island may have raw water potential ...”. Be clear: either there is or is not raw water potential, which needs to be considered in the light of climate change.</li> </ul> </li> <li>iv. At section 1.4.1 in Vol. 3 include a map of the various listed sites of cultural significance.</li> <li>v. Page 101 says “... the water source in Lombok Island may have raw water potential ...”. Be clear: either there is or is not raw water potential, which needs to be considered in the light of climate change.</li> <li>vi. Task C.1 (vii) - Areas of environmental concern and/or significance – requires further detail: see table below for specific comment.</li> <li>vii. At section 1.4.1 in Vol. 3 include a map of the various listed sites.</li> </ul>	<b>C.1</b>	<ul style="list-style-type: none"> <li>i. Done</li> <li>ii. The base map on fig. 38 is changed because the information that needs to be shown also different than the previous map</li> <li>iii. Done</li> <li>iv. Not Done</li> <li>v. Done</li> <li>vi. Done</li> <li>vii. Not Done</li> </ul>	<ul style="list-style-type: none"> <li>i. Master Plan</li> <li>ii. Master Plan</li> <li>iii. Environment</li> <li>iv. Social and Cultural</li> <li>v. Environment</li> <li>vi. Environment</li> <li>vii. Social and Cultural</li> </ul>
Task C.2 ...			
<i>Analysis of connectivity</i>			
<ul style="list-style-type: none"> <li>viii. Include planned transport investments in the accessibility assessment at page 242.</li> <li>ix. Include map to illustrate the connectivity figures at page 249.</li> <li>x. Add potential catchment population to Fig 130 (4hours direct flight) and cross link text to market discussion in Vol 2, para 5.7.</li> </ul>	<b>C.2</b>	<ul style="list-style-type: none"> <li>viii. Done</li> <li>ix. Done</li> <li>x. It will be provided on the next stage. The analysis of potential catchment will be conducted based on ITMP Forecast</li> </ul>	<ul style="list-style-type: none"> <li>viii. Transport</li> <li>ix. Transport</li> <li>x. Transport</li> </ul>
<i>Infrastructure</i>			
<ul style="list-style-type: none"> <li>xi. The technical infrastructure material is very dense and does not give the reader any sense of what it all means for tourism development, the KTAs and gaps to be filled for existing residents. This overview needs to be captured.</li> <li>xii. Given the size of the infrastructure maps it is difficult to determine how complete they are and whether they provide enough information about current infrastructure (e.g. piped water supply - intake, treatment, production facilities, distribution networks, and other facilities such as IKK and non-piped water supply system such as water well, etc) as well as planned investments: review all maps and ensure they are all in English.</li> <li>xiii. Check the target service levels used in the gap analysis, as they appear to be inconsistent with Peraturan Presiden No. 2 Tahun 2015; if inconsistent re-calculate the gaps.</li> </ul>		<ul style="list-style-type: none"> <li>xi. Will be provided on the next stage</li> <li>xii. Will be provided on the next stage</li> <li>xiii. Will be provided on the next stage</li> </ul>	<ul style="list-style-type: none"> <li>xi. Infrastructure</li> <li>xii. Infrastructure</li> <li>xiii. Infrastructure</li> </ul>
<i>Transport</i>			
<ul style="list-style-type: none"> <li>xiv. Include a statement about land availability in relation to the airport master plan.</li> <li>xv. The discussion of cruise ship arrivals at page 315 needs expanding (or cross-referencing) to include material on cruise ship arrivals, passenger numbers, past trends and better clarity / focus on current facilities.</li> </ul>		<ul style="list-style-type: none"> <li>xiv. The initial assessment of land availability has already done based on</li> </ul>	<ul style="list-style-type: none"> <li>xiv. Transport</li> <li>xv. Transport</li> <li>xvi. Transport</li> </ul>

Section #1: ASSESSMENT SUMMARY:	Assessment	Action	Action by
<p>xvi. At section 2.1.4.3 include a discussion on actual and potential demand for non-motorised transport, with reference to each KTA, and a broad discussion of those sections of road where pedestrian and bicycle traffic is concentrated in order to assess the need for dedicated lanes.</p> <p>xvii. Include a statement about land availability for road schemes under Table 132 at page 369.</p> <p>xviii. A clearly identified 'tourism relevant road network', which updates the Project Appraisal Document, is missing. Section 2.1.4 on roads needs the addition of material that clearly defines road sections that are critical for tourism development in combination with a high percentage of tourism traffic.</p> <p>xix. Add information on traffic composition on the key (tourism) road sections.</p> <p>xx. Draw out more explicitly the parameters to be used in traffic growth projection.</p> <p>xxi. Add a short section on parking availability at destinations / beaches, with reference to the KTAs.</p> <p>xxii. Update the Road Safety section (2.1.4.4) with information on the number of accidents and fatalities.</p> <p>xxiii. Add to section 2.1.5 on public transport a discussion of pricing, ticket packaging and ticket purchase, especially from a tourism perspective.</p> <p>xxiv. Add to section 2.1.5 on public transport a discussion of the condition of bus terminals, bus stops, and the bus level of service: check number of rental cars on Lombok (table 141). (e.g. More information on the major bus terminals: exact location, lay-out, facilities, current (maintenance) condition, and capacity constraints if any).</p>		<p>AECOM analysis. The Master Plan map is still requested to AP 1</p> <p>xv. Done</p> <p>xvi. Done</p> <p>xvii. Done</p> <p>xviii. Done</p> <p>xix. Done</p> <p>xx. Done</p> <p>xxi. Done</p> <p>xxii. Done</p> <p>xxiii. Done</p> <p>xxiv. Done</p> <ul style="list-style-type: none"> <li>• The condition of bus terminal, the description of bus stop (only for Trans Mataram bus stop)</li> <li>• Lack of data for bus level of service, exact location of bus terminals, the bus terminal's layout, facilities and the current (maintenance) condition</li> </ul>	<p>xvii. Transport</p> <p>xviii. Transport</p> <p>xix. Transport</p> <p>xx. Transport</p> <p>xxi. Transport</p> <p>xxii. Transport</p> <p>xxiii. Transport</p> <p>xxiv. Transport</p>
<i>Drainage</i>	<p>xxv. The mapping is too small to identify the drainage system: include larger plans.</p> <p>xxvi. Include a discussion (or cross-reference) on drainage issues resulting from tsunamis and heavy rainfall and how this may impact on tourism development.</p>	<p>xxv. Done</p> <p>xxvi. Done</p>	<p>xxv. Infrastructure</p> <p>xxvi. Infrastructure</p>
<i>Water supply</i>	<p>xxvii. Specify the national standard used and check to ensure for the key tourism areas access to sustainable water supply is defined and analysed as compliance with the SNI 3-7065-2005 standard.</p> <p>xxviii. The planned investment section at page 500 is thin: can this be expanded?</p> <p>xxix. The discussion of water supply within the KTAs is thin and needs augmenting given these are the principal points of future investment. Include a description and give analysis about factors that play a significant role in shaping the existing condition. What are the gaps with relevant standards or Master Plan, and what are the governing factors?</p> <p>xxx. Not clear if the water loss and peak hour period have been used in calculating the water supply gap: check and update if required.</p> <p>xxxi. At page 500 draw together previous material with that on planned developments to form a conclusion on whether the planned developments will fully address any gaps. (Looking at table 209 and the text below, the reader does not have an idea if "improved cooperation" will fill that gap). The gap analysis needs to consider any sub-standard raw water sources identified earlier the section.</p>	<p>xxvii. Will be revised later</p> <p>xxviii. Will be revised later</p> <p>xxix. Will be revised later</p> <p>xxx. Will be revised later</p> <p>xxxi. Will be revised later</p>	<p>xxvii. Infrastructure</p> <p>xxviii. Infrastructure</p> <p>xxix. Infrastructure</p> <p>xxx. Infrastructure</p> <p>xxxi. Infrastructure</p>
<i>Wastewater management</i>	<p>xxxii. At page 523 draw together previous material with that on planned developments to form a conclusion on whether the planned developments will fully address any gaps.</p>	<p>xxxii. Not Done</p> <p>xxxiii. Not Done</p> <p>xxxiv. Not Done</p>	<p>xxxii. Infrastructure</p> <p>xxxiii. Infrastructure</p> <p>xxxiv. Infrastructure</p>

Section #1: ASSESSMENT SUMMARY:	Assessment	Action	Action by
xxxiii. Include a discussion on treatment of industrial and commercial wastewater. xxxiv. Cross check wastewater demand figures with demand for water to ensure consistency: generally, wastewater is 80% of water demand.			
<i>Solid waste</i>			
xxxv. Although the material covers solid waste in each KTA, this is mostly at a kabupaten level. Revise the section to more explicitly focus on KTAs, including a description and analysis of existing conditions.		xxxv. Done	xxxv. Infrastructure
xxxvi. Expand the discussion around table 248 to include waste generation by day and overnight visitors; relate to KTAs as well.		xxxvi. Will be accommodate on the next stage	xxxvi. Infrastructure
xxxvii. The maps showing collection systems are too small to read and to adequately show the coverage area, especially by KTA; bigger scale map needed.		xxxvii. Done	xxxvii. Infrastructure
xxxviii. Add material on collection fees.		xxxviii. Done	xxxviii. Infrastructure
xxxix. At page 556 draw together previous material with that on planned developments to form a conclusion on whether the planned developments in solid waste will fully address any gaps.		xxxix. Done partially due to limited detailed information regarding future development	xxxix. Infrastructure
<i>Case studies</i>			
xl. At the end of section 3.1 provide more detailed and practical explanation of best practices in dealing with tourism challenges and opportunities during the various TALC stages and relate these to the situation on Lombok.		xl. Done	xl. Master Plan
<i>Opportunities and constraints</i>			
xli. Include the presence of Masyarakat Adat, landownership issues, and historical conflicts.		xli. Not Done	xli. Social and Cultural

# PART A

## EVALUATION MATRIX AGAINST TASKS

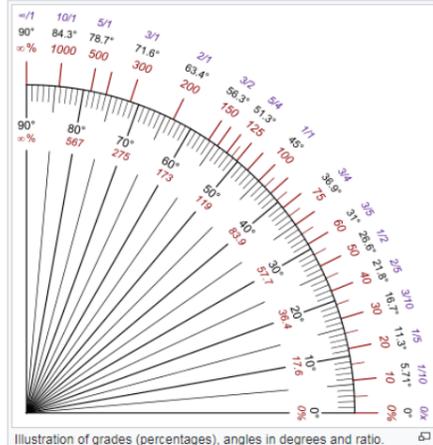
Task (see Terms of Reference)	Page/para in report (insert ref.)	Assessment (see above)	Comments (for partially and not met assessments, state what is required to achieve satisfactory completion of the task) (green shading indicates comment previously advised)		Action	Action by
			12 December documents	22 March 2019 documents		
<b>C Analysis of baseline conditions</b>						
TASK OVERVIEW			<ul style="list-style-type: none"> <li>a. Land tenure: ensure have thorough understanding of ownerships, especially for forthcoming infrastructure proposals, as there is a high proportion of private land, and little public land, for government construction.</li> <li>b. Geology mapping: contact ITB to secure latest geology mapping: meet with ITB in Jakarta to discuss, with particular reference to land slips.</li> <li>c. Mandalika and Global Hub: these two very large developments are identified and discussed. The discussion (possibly under Task B) needs to be supplemented by an assessment of what level of tourism growth would be needed</li> </ul>	<p>➤ <b>Adequate</b></p> <ul style="list-style-type: none"> <li>a. Done</li> <li>b. N/a</li> <li>c. Matter for Task E: enough material available in Baseline Analysis.</li> <li>d. Improved: see comments below.</li> <li>e. Requested map inserted.</li> <li>f. Added.</li> <li>g. Probably done in Fig. 304 but this is too small to read.</li> <li>h. Done through reference to standards.</li> <li>i. Not done.</li> <li>j. Done but weak.</li> <li>k. Done: diagram removed.</li> <li>l. Partly done: map included – not clear if can get estimated population.</li> <li>m. Done: see Vol 2 section 4.4.</li> <li>n. Unable to assess: consultant to confirm.</li> <li>o. Not clear if done – make explicit in the text.</li> <li>p. See General comments regarding readability of mapping.</li> <li>q. Done: material removed.</li> </ul>	<ul style="list-style-type: none"> <li>a. OK</li> <li>b. Geology structure information relating seismic gap information from interview has been added on Figure 58</li> <li>c. OK</li> <li>d. OK</li> <li>e. Noted. TRA to response</li> <li>f. OK</li> <li>g. WUD to response, GIS to support</li> <li>h. OK</li> <li>i. WUD to response</li> <li>j. MP and/or ECON to response</li> <li>k. OK</li> <li>l. Noted. Due to the absence of secondary data, a more detailed IP info will be gathered through primary survey; however will focus on the IP/ Customary communities residing in adjacent to area that will be determined as preferred tourism development (i.e. survey/ interview to obtain data specific to indigenous people which will be affected or involved in tourism activity which will be determined as the preferred/ key tourism destination areas) Therefore will be provided at the later planning stage (Stage 2).</li> <li>m. OK</li> <li>n. Noted. TRA to response.</li> <li>o. Noted. TRA to response.</li> <li>p. Noted. Maps album will be provide.</li> <li>q. OK</li> </ul>	

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			<p>to support these developments: the discussion might assume full development and look at each in terms of tourists needed to support 100% occupancy and break-even occupancy (60%?). This information will be important in forming scenarios and should be done quickly.</p> <p>d. Drainage: this is restricted to hydrology and does not cover constructed drainage systems at TDA and KTA levels.</p> <p>e. Connectivity: the four-hour flight distance map displayed should be included. All transport modes would benefit from isochrone maps. Add new Perth-Lombok route.</p> <p>f. Information Technology: this appears to be missing; add.</p> <p>g. Water supply: a lot of the supply is spring fed. Need to assess continued supply capacity against climate change and maintaining an appropriate level of</p>			

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			<p>environmental water.</p> <p>h. What class is water treated to?</p> <p>i. Need discussion of whether current supply standards are appropriate for tourism needs: might be better in Task A.</p> <p>j. Planned infrastructure investments: cross check all services to include an explicit statement as whether the planned investments will address identified gaps or add capacity.</p> <p>k. Structure diagram: the final diagram showing a spatial structure is premature; remove along with any associated text.</p> <p>l. Indigenous peoples: review to include map and discuss total number of IPs, social economic characteristic, habitats and customary lands.</p> <p>m. Vulnerable groups: include discussion on elderly, physically disabled, widows, health, etc.</p>			

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			<p>n. Roads: check and confirm road condition survey outcomes.</p> <p>o. Road width mapping needs comparison with standards.</p>			
			<p>p. Use of mapping both as information and analysis allows the reader to quickly work through complex information and understand what is being said.</p> <p>q. Figure 364 "Spatial Structure Based on Regulation and survey" is a good summary. However, Figure 365 "ITMP Spatial Structure" may be a step too far as this seems to pre-judge Task E. Much of the following discussion is premature, including section 6.3 which would seem to be something for Task E. Remove.</p>			
<b>C.1 Spatial planning baseline data analysis</b>		TOR requirement partially met		➤ Adequate		
i. Existing land uses and land use planning provided by spatial plans and its gap.	24-44 / 2.1			<ul style="list-style-type: none"> <li>○ See chapters 1.2 (esp. Fig. 14) and 1.3.5 on Land Use.</li> <li>○ Check again Table 19, Total Lombok Island is 102%.</li> <li>○ Need time series or data at least five years ago (2011), to analysis loss of sawah field-rice to</li> </ul>	<ul style="list-style-type: none"> <li>○ OK</li> <li>○ Done. 102% sum value of Table 19 was caused by rounding up, fixed.</li> </ul>	Environment

Task (see Terms of Reference)	Page/para in report (insert ref.)	Assessment (see above)	Comments (for partially and not met assessments, state what is required to achieve satisfactory completion of the task) (green shading indicates comment previously advised)			
			12 December documents	22 March 2019 documents	Action	Action by
				<ul style="list-style-type: none"> <li>○ convert settlement and their infrastructure, industry, trade and services or other non-agricultural land use.</li> <li>○ Total forest area about 27% of Lombok area (Table 19), source JICA 2015. Not consistent, compare with Chapter 1.3.6. Forestry Area (page 104), total forest area in Lombok approximately 163 002 Ha (34,40%), source <i>Environmental Agency of NTB Province, 2016</i>.</li> <li>○ Need clearance data, concerning different total forest area, about 7,40 % during 2015 to 2016? In addition, Table 19 need input source of data.</li> </ul>	<ul style="list-style-type: none"> <li>○ Only Irrigated Paddy Field of 2018 that is available. Irrigated Paddy Field has been inserted on Section 1.3.5 Figure 64. Sawah series data is not available.</li> <li>○ The difference between Land Use and Forestry data caused different sources and institution data released. The data difference might cause by different method and purposes of acquisition. For all Forestry related data will be referred to Forestry Area map by Forestry Agency (Section 1.3.6)</li> <li>○ Noted. Same comment as above</li> </ul>	
	ii. Spatial development patterns, especially growth patterns and trends of urban, semi-urban, and rural areas.	24-44 / 2.1		<ul style="list-style-type: none"> <li>○ This appears to be done in the maps in section 1.2, but the maps are too small to read the legend and thus be sure. Check TOR requirement and confirm / update as required.</li> </ul>	Noted	Master Plan
	iii. Planned new development initiatives related to economic development.	58-77 / 2.2.3		<ul style="list-style-type: none"> <li>○ Although there is a good and extensive description of Mandalika and Bandar Kayangan, there will be a need to relate these proposals to projected growth which presumably would be in the business case for each proposal. The Consultant should seek to view these, though sensitive commercial material should not be included in the Baseline Analysis.</li> <li>○ More importantly, the section on Planned New Development (1.2.5) does seem to contain any assessment of other development pressures that may impact on scenario development. For example, the private sector is already investing into the Belongas / Selong Belanak area which they see as a much more attractive location than Mandalika. This section needs augmenting as without this knowledge the resulting development scenarios may not be reflective of development pressures.</li> </ul>	Limited data and information about projected growth. The assessment of other development pressure that may impact on scenario development will be provided on the next task (Task F).	Master Plan
	iv. Tourism accommodations, attractions and their environmental, cultural or social significance, recreation areas	81-88, 100-217, 218-222		<ul style="list-style-type: none"> <li>○ Ensure the map base used at section 1.2.7 is consistent with a map base established at Vol. 1, which seems to be Fig. 38: at present these map bases are inconsistent.</li> <li>○ Fig 37 at page 73 is very useful analysis.</li> </ul>	The base map on fig. 38 is changed because the information that needs to be shown also different than the previous map	Master Plan

Task (see Terms of Reference)	Page/para in report (insert ref.)	Assessment (see above)	Comments (for partially and not met assessments, state what is required to achieve satisfactory completion of the task) (green shading indicates comment previously advised)		Action	Action by
			12 December documents	22 March 2019 documents		
and facilities, including planned new investments.						
v. Land ownership (including land legacy issues) with particular emphasis on key tourism areas and strategically significant development locations.	89-99		Land tenure: ensure have thorough understanding of ownerships, especially for forthcoming infrastructure proposals, as there is a high proportion of private land, and little public land, for government construction.	<ul style="list-style-type: none"> <li>○ This appears to have been done in section 1.2.8 through the mapping; however, the maps are too small to read.</li> <li>○ Table 10 at page 84 is a very useful analysis.</li> </ul>	Noted	Master Plan
vi. Topography, vegetation and hydrology.	105-109 / 2.3.3 and 2.3.4			<ul style="list-style-type: none"> <li>○ Page 97, Table 15 refers to a “480” slope: explain what this means.</li> <li>○ Page 101 says “... the water source in Lombok Island may have raw water potential ...”. Be clear: either there is or is not raw water potential, which needs to be considered in the light of climate change.</li> </ul>	<ul style="list-style-type: none"> <li>○ Noted. It should be &gt;40%, miss typing, fixed. Very steep slope, with almost 90 degrees rise such as a cliff (75-80 degrees). <a href="https://en.wikipedia.org/wiki/Grade_(slope)">https://en.wikipedia.org/wiki/Grade_(slope)</a></li> </ul>  <ul style="list-style-type: none"> <li>○ Fixed.</li> </ul>	Environment
vii. Areas of environmental concern and/or significance - protected areas, natural habitats, biodiversity, (endangered) species, water bodies, irrigated paddy fields,	111-217 / 2.3.6 until 2.3.12			<ul style="list-style-type: none"> <li>○ Chapter 1.3.6. page 104 Forest Area: <ul style="list-style-type: none"> <li>▪ Need added time series or data at least five years ago, (2011), to analysis possibility of deforestation. Need one or two cases land use permits in the Lombok for any development activities as like for road infrastructure or other activities.</li> </ul> </li> <li>○ Chapter 1.3.7 page 107 Bio-diversity: <ul style="list-style-type: none"> <li>▪ Need complete with Ministry Forest and Environmental Regulation No</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>○ Noted. Only 2009 &amp; 2014 Forestry maps have been inserted on Figure 66 and Figure 67 Section 1.3.6</li> <li>○ Land use permit mentioned in Section 1.3.6 Forestry Area</li> </ul>	Environment
					Done	Environment

Task (see Terms of Reference)	Page/para in report (insert ref.)	Assessment (see above)	Comments (for partially and not met assessments, state what is required to achieve satisfactory completion of the task) (green shading indicates comment previously advised)			
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natural hazard areas, etc.				<p>P.20/MENLHK/SETJEN/KUM.1/6/2018 concerning Protected Flora and Fauna. There are 137 species of animals, 564 birds, one amphybi, 37 reptils, 56 isheries, 25 insects, 9 Mollusca, Crustacea and Xiphosura and 126 species of vegetation.</p> <ul style="list-style-type: none"> <li>▪ Needs clearly existing mechanism of information system on condition and biodiversity state of the coastal ecosystem, especially on coral reef data</li> </ul>		
				<ul style="list-style-type: none"> <li>○ Chapter 1.3.7 page 109 Bio-diversity <ul style="list-style-type: none"> <li>▪ The biodiversity in Provinsi Nusa Tenggara Barat in general has a very high potential of 736,736 hectares or 37.81% of the total area in Provinsi Nusa Tenggara Barat. To consistent Base Line Analysis, better focus on Lombok area, as data on Table 20.</li> </ul> </li> </ul>	Done	Environment
				<ul style="list-style-type: none"> <li>○ Chapter 1.3.7.1.1. <b>Flora</b>, page 110 Bio-diversity <ul style="list-style-type: none"> <li>▪ There are 820 plants species that have been identified on Lombok Island and Sumbawa Island. Need more detail information for Lombok Island include existence, threatened, and considered endangered refer to Ministry Forest and Environmental Regulation No P.20/MENLHK/SETJEN/KUM.1/6/2018 concerning Protected Flora and Fauna.</li> </ul> </li> </ul>	Done	Environment
				<ul style="list-style-type: none"> <li>○ Chapter 1.3.7.1.2. <b>Fauna</b>, page 111 and Table 22, page 112 Bio-diversity <ul style="list-style-type: none"> <li>▪ Need more detail information for Lombok Island include existence, threatened, and considered endangered refer to Ministry Forest and Environmental Regulation point above.</li> </ul> </li> </ul>	Done	Environment
				<ul style="list-style-type: none"> <li>○ Chapter 1.3.7.2.1. Aquatic Ecology. <b>Flora</b>, page 113 Bio-diversity <ul style="list-style-type: none"> <li>▪ Eleven species of freshwater plants were recorded on Lombok Island and Sumbawa Island. Need more detail information for Lombok Island include existence, threatened, and considered endangered refer to Ministry Forest and Environmental Regulation point g above.</li> </ul> </li> </ul>	Done	Environment
				<ul style="list-style-type: none"> <li>○ Endangered Species. page 126</li> </ul>	Done	Environment

Task (see Terms of Reference)	Page/para in report (insert ref.)	Assessment (see above)	Comments (for partially and not met assessments, state what is required to achieve satisfactory completion of the task) (green shading indicates comment previously advised)			
			12 December documents	22 March 2019 documents	Action	Action by
				<ul style="list-style-type: none"> <li>▪ The endangered species of NTB province was identified and consisted of 319 species of flora and 556 species of fauna. Need more detail information for Lombok Island refer to Ministry Forest and Environmental Regulation No P.20/MENLHK/SETJEN/KUM.1/6/2018 concerning Protected Flora and Fauna.</li> <li>▪ List of identified species of NTB province in APPENDIX- page 614. Need one column to indicate availability of species in Lombok Island.</li> </ul>		
				<ul style="list-style-type: none"> <li>○ Chapter 1.3.9. Conservation Area, page 126 <ul style="list-style-type: none"> <li>▪ To indicate area of conservation in the Lombok Island have occupation by the people for settlement and agricultural land; need overlapping Map/Figure 64 page 103 with Land Use with Map/ Figure 83 page 127, Natural Environment in Lombok Island.</li> </ul> </li> </ul>	Done	Environment
				<ul style="list-style-type: none"> <li>○ Chapter 1.3.9.1.2. Management issues, page 134-136 <ul style="list-style-type: none"> <li>▪ The degradation of coral reef, the coastline alteration, pollution in the three Gili regions. Need support data local government regulation and local communities solved the problem and their result.</li> </ul> </li> </ul>	Local government regulation has been added Source: Decree of the Minister of Marine and Fisheries of the Republic of Indonesia No.57/KEPMEN-KP/2014	Environment
				<ul style="list-style-type: none"> <li>○ Chapter 1.3.9.1.4. Additional Regulations That Apply to Each Zone of The Gili Ayer, Gili Meno and Gili Trawangan TWP, page 149. <ul style="list-style-type: none"> <li>▪ To effective the system regulation need support with clearly the agency responsible, SOP implementation and community participation.</li> </ul> </li> </ul>	Done	Environment
				<ul style="list-style-type: none"> <li>○ Chapter 1.3.9.2.1. Biodiversity. Mangrove, Gita Nada Marine Tourism Park. page151. <ul style="list-style-type: none"> <li>▪ Based on the imagery analysis, the area of mangrove forest in Kabupaten Lombok Barat is estimated to be 398.2 Ha. Need consistently, compare with Table 23 page 115, mangrove forest, is 510,4 ha.</li> <li>▪ Again, the mangrove area at the end of 2009 was 606.81 Ha. <b>Until 2014 the area of mangrove cover in West Lombok has been reduced to 65.6%.</b> Need clarification</li> </ul> </li> </ul>	The difference occurs because it uses two different sources.  In section 1.3.7.3 the source comes from the "Information on Regional Environmental Management Performance" (IKPLHD) issued by the Environment and Forestry Agency of NTB Province in 2016. It is an explanation of the general condition of the mangrove in the NTB Province.	Environment

Task (see Terms of Reference)	Page/para in report (insert ref.)	Assessment (see above)	Comments (for partially and not met assessments, state what is required to achieve satisfactory completion of the task) (green shading indicates comment previously advised)			
			12 December documents	22 March 2019 documents	Action	Action by
				compare with statement in Table 23 Kabupaten Lombok Barat and Kabupaten Lombok Utara, <b>there was an increase in mangrove area from 2006 to 2015,</b>	Whereas in section 1.3.9.2.1 the source comes from the "Status of Effective Management of Marine, Coastal and Small Islands in Indonesia issued by the Ministry of Marine Affairs and Fisheries in 2014. It is a specific explanation of the Gita Nada TWP area, even though it is written as "West Lombok".	
				<ul style="list-style-type: none"> <li>○ Chapter 1.3.9.2.2. Management Issues Mangrove damage page 152. <ul style="list-style-type: none"> <li>▪ The condition of mangrove forests in Kabupaten Lombok Barat was heavily damaged of 487.98 ha and lightly damaged of 118.83 ha. This total mangrove damage is 606,81 ha. Need consistently, compare with Table 23 page 115, mangrove forest, is 510,4 ha.</li> </ul> </li> </ul>	<p>The difference occurs because it uses two different sources.</p> <p>In section 1.3.7.3 the source comes from the "Information on Regional Environmental Management Performance" (IKPLHD) issued by the Environment and Forestry Agency of NTB Province in 2016. It is an explanation of the general condition of the mangrove in the NTB Province.</p> <p>Whereas in section 1.3.9.2.2 the source comes from the "Appendix I, Decree of the Governor of West Nusa Tenggara Province No.523.1-972 Year 2016". It is a specific explanation of the Gita Nada TWP area, even though it is written as "West Lombok".</p>	Environment
				<ul style="list-style-type: none"> <li>○ Chapter 1.3.9.3.1. Biodiversity of Gili Sulat and Gili Lawang Marine Tourism Park. <b>Mangrove,</b> page 163. <ul style="list-style-type: none"> <li>▪ Based on the imagery analysis, the area of mangrove in Kabupaten Lombok Timur is estimated to be 1,731 ha. Need clarification compare with data on Table 23 page 115. Mangrove in Kabupaten Lombok Timur is 2,663.41 ha (2006) and decreasing to 1,886.50 ha (2015).</li> </ul> </li> </ul>	<p>The difference occurs because it uses two different sources.</p> <p>In section 1.3.7.3 the source comes from the "Information on Regional Environmental Management Performance" (IKPLHD) issued by the Environment and Forestry Agency of NTB Province in 2016. It is an explanation of the general condition of the mangrove in the NTB Province.</p> <p>Whereas in section 1.3.9.2.2 the source comes from the "Appendix II, Decree of the Governor of West Nusa Tenggara Province No.523.1-972 Year 2016". It is a specific explanation of the Gili Sulat and Gili Lawang TWP area, even though it is written as "East Lombok".</p>	Environment
				<ul style="list-style-type: none"> <li>○ Chapter 1.3.9.4. Teluk Bumbang Marine Tourism Park page 172. <ul style="list-style-type: none"> <li>▪ Need added data at least for mangrove information due to the statement "The information regarding the zoning of the</li> </ul> </li> </ul>	Teluk Bumbang is not mangrove habitat/conservation area.	Environment

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				Teluk Bumbang TWP is very limited and cannot be discussed further".		
				<ul style="list-style-type: none"> <li>○ Chapter 1.3.9.5. Mount Rinjani National Park (TNGR), page 173 to 176. Need more information at least: <ul style="list-style-type: none"> <li>▪ Existing land use/ land cover, mainly agricultural land.</li> <li>▪ Illegal logging for five years (2014-2018).</li> <li>▪ Settlement in the nature conservation area.</li> <li>▪ Horticulture and vegetable business in the area.</li> <li>▪ Practical land conservation.</li> <li>▪ Endangered and protected flora and fauna.</li> </ul> </li> </ul>	<p style="text-align: center;">Done</p> Detail Zonation Map of Mount Rinjani National Park with Agricultural Land and Settlement has been added on Figure 93.	Environment
				<ul style="list-style-type: none"> <li>○ Chapter 1.3.9.6. Mount Tunak Nature Tourism Park, page 176. Need support with <ul style="list-style-type: none"> <li>▪ Map of location.</li> <li>▪ Natural conservation area.</li> <li>▪ Existing land use/ land cover, mainly settlement and agricultural land.</li> <li>▪ Practical land conservation.</li> <li>▪ Endangered and protected flora.</li> </ul> </li> </ul>	<p style="text-align: center;">Done</p> Detail Zonation Map of Mount Tunak Nature Tourism Park with Settlement and Agricultural Land added on Figure 94.	Environment
				<ul style="list-style-type: none"> <li>○ Chapter 1.3.9.7. Kerandangan Nature Tourism Park, page 177. Need support with <ul style="list-style-type: none"> <li>▪ Map of location.</li> <li>▪ Natural conservation area.</li> <li>▪ Existing land use/ land cover, mainly settlement and agricultural land.</li> <li>▪ Practical land conservation.</li> <li>▪ Endangered and protected flora and fauna.</li> </ul> </li> </ul>	<p style="text-align: center;">Done</p> Detail Zonation Map of Kerandangan Nature Tourism Park with Settlement and Agricultural Land added on Figure 95.	Environment
				<ul style="list-style-type: none"> <li>○ Chapter 1.3.9.8. Suranadi Nature Tourism Park, page 177. Need support with <ul style="list-style-type: none"> <li>▪ Map of location and Natural conservation area.</li> <li>▪ Existing land use/ land cover, mainly settlement and agricultural land.</li> <li>▪ Practical land conservation.</li> </ul> </li> </ul>	<p style="text-align: center;">Done</p> Detail Zonation Map of Suranadi Nature Tourism Park with Settlement and Agricultural Land added on Figure 96.	Environment
				<ul style="list-style-type: none"> <li>○ Chapter 1.3.9.9. Tanjung Tampa Nature Tourism Park, page 177. Need support with <ul style="list-style-type: none"> <li>▪ Map of location and Natural conservation area.</li> <li>▪ Existing land use/ land cover, mainly settlement and agricultural land.</li> <li>▪ Practical land conservation.</li> </ul> </li> </ul>	<p style="text-align: center;">Done</p> Detail Zonation Map of Tanjung Tampa Nature Tourism Park with Settlement and Agricultural Land added on Figure 97.	Environment

Task (see Terms of Reference)	Page/para in report (insert ref.)	Assessment (see above)	Comments (for partially and not met assessments, state what is required to achieve satisfactory completion of the task) (green shading indicates comment previously advised)		Action	Action by
			12 December documents	22 March 2019 documents		
				<ul style="list-style-type: none"> <li>○ Chapter 1.3.9.10. Pelangan Nature Tourism Park, page 178. Need support with               <ul style="list-style-type: none"> <li>▪ Map of location and Natural conservation area.</li> <li>▪ Existing land use/ land cover, mainly settlement and agricultural land.</li> <li>▪ Practical land conservation.</li> </ul> </li> </ul>	Done Detail Zonation Map of Pelangan Nature Tourism Park with Settlement and Agricultural Land added on Figure 98.	Environment
				<ul style="list-style-type: none"> <li>○ Chapter 1.3.9.11. Bangko-Bangko Nature Tourism Park, page 178. Need support with               <ul style="list-style-type: none"> <li>▪ Map of location and Natural conservation area.</li> <li>▪ Existing land use/ land cover, mainly settlement and agricultural land.</li> <li>▪ Practical land conservation.</li> </ul> </li> </ul>	Done Detail Zonation Map of Bangko-bangko Nature Tourism Park with Settlement and Agricultural Land added on Figure 99.	Environment
	viii. Environmental health conditions - water and air quality, cleanliness, occurrence of water and vector borne diseases (malaria, dengue, etc.) and other health hazards, security and safety concerns, etc.	185-197 / 2.3.10		<ul style="list-style-type: none"> <li>○ Done.</li> </ul>	-	
	ix. Areas of cultural significance - historic, religious, viewscapes, archaeological sites, historic trails.	218-226		<ul style="list-style-type: none"> <li>○ At section 1.4.1 in Vol. 3 include a map of the various listed sites of cultural significance.</li> </ul>	Will be generated after preferred scenario is selected due to detail level of map.	Social & Cultural
	x. If applicable, Indigenous Peoples (IPs) presence (with map), social economic characteristics, habitats and customary lands.	72-78		<ul style="list-style-type: none"> <li>○ See Indigenous Peoples under b(i) above.</li> </ul>		
	xi. Social conflicts.	134-227		<ul style="list-style-type: none"> <li>○ Data limitation noted.</li> </ul>		
<b>C.2 Infrastructure and service provision baseline data analysis</b>				➤ Adequate		

Task (see Terms of Reference)	Page/para in report (insert ref.)	Assessment (see above)	Comments (for partially and not met assessments, state what is required to achieve satisfactory completion of the task) (green shading indicates comment previously advised)			
			12 December documents	22 March 2019 documents	Action	Action by
i. <u>Analysis of connectivity to/external access to the tourism destination area</u> (based on the Market Analysis and Demand Assessment study), including identification of current condition, deficiencies and planned investments in airports and airlift capacity, ports, toll roads, national and provincial road network, railways, and the external (long distance) public transport system.		TOR requirement partially met	All transport modes would benefit from isochrone maps.	<ul style="list-style-type: none"> <li>○ Include planned transport investments in the accessibility assessment at page 242.</li> <li>○ Include map to illustrate the connectivity figures at page 249.</li> </ul>	Done	Transport
Airports and airlift capacity	236-244		The four-hour flight distance map displayed should be included. Add new Perth-Lombok route.	<ul style="list-style-type: none"> <li>○ Add potential catchment population to Fig 130 (4hours direct flight) and cross link text to market discussion in Vol 2, para 5.7.</li> </ul>	It will be provided on the next stage. The analysis of potential catchment will be conducted based on ITMP Forecast.	Transport
External public transport	-			○ -		
Marine transport	244-251			○ -		
Roads - toll	-			○ -		
Roads - national	228-235			○ -		
Roads - provincial	228-235			○ -		
Railways	-			○ -		
ii. <u>Detailed inventory of existing infrastructure and services and planned investment by both the private and public sector in the entire Tourism Destination Area</u> including roads and transport, drainage and flood protection, water supply, wastewater management, solid		TOR requirement partially met		<ul style="list-style-type: none"> <li>○ The technical infrastructure material is very dense and does not give the reader any sense of what it all means for tourism development, the KTAs and gaps to be filled for existing residents. This overview needs to be captured: see General Comment (ii) above at page 2.</li> </ul>	Not Done. Clear. Revision will be undertaken on the next stage.	Infrastructure

Task (see Terms of Reference)	Page/para in report (insert ref.)	Assessment (see above)	Comments (for partially and not met assessments, state what is required to achieve satisfactory completion of the task) (green shading indicates comment previously advised)		Action	Action by
			12 December documents	22 March 2019 documents		
waste management, power supply, IT and tourism specific services and facilities.						
Airports and airlift capacity	236-244			<ul style="list-style-type: none"> <li>○ Include a statement about land availability in relation to the airport master plan.</li> </ul>	The initial assessment of land availability has already done based on AECOM analysis. The Master Plan map is still requested to AP 1.	Transportation
Drainage and flooding	214-215 375-381		Drainage: this is restricted to hydrology and does not cover constructed drainage systems at TDA and KTA levels.	<ul style="list-style-type: none"> <li>○ The mapping is too small to identify the drainage system.</li> <li>○ Include a discussion (or cross-reference) on drainage issues resulting from tsunamis and how this may impact on tourism development.</li> </ul>	<ul style="list-style-type: none"> <li>○ Content already expended, assessment existing infrastructures and planning scenarios also has proposed</li> <li>○ Regarding impact of catastrophic such as tsunami has explained in 3.2.1.2.1 General Overview</li> </ul>	Infrastructure
External public transport	356-374			<ul style="list-style-type: none"> <li>○ Add to section 2.1.5 on public transport a discussion of pricing, ticket packaging and ticket purchase, especially from a tourism perspective.</li> <li>○ Add to section 2.1.5 on public transport a discussion of the condition of bus terminals, bus stops, and the bus level of service: check number of rental cars on Lombok (table 141). (e.g. More factual information on the major bus terminals: exact location, lay-out, facilities, current (maintenance) condition, and capacity constraints if any).</li> </ul>	<ul style="list-style-type: none"> <li>○ Done</li> <li>○ Done <ul style="list-style-type: none"> <li>i. The condition of bus terminal, the description of bus stop (only for Trans Mataram bus stop)</li> <li>ii. Lack of data for bus level of service, exact location of bus terminals, the bus terminal's layout, facilities and the current (maintenance) condition</li> </ul> </li> </ul>	Transportation
Information technology	-		Information Technology: this appears to be missing; add.	<ul style="list-style-type: none"> <li>○ See section 2.2.6.</li> </ul>	<ul style="list-style-type: none"> <li>○ Done (Volume 3 section 2.2.6)</li> <li>○ Add some data regarding Development of BTS (Base Transceiver Station)</li> </ul>	Energy
Marine transport	244-297			<ul style="list-style-type: none"> <li>○ The discussion of cruise ship arrivals at page 315 needs expanding (or cross-referencing) to include material on cruise ship arrivals, passenger numbers, past trends and better clarity / focus on current facilities.</li> </ul>	Done	Transportation
Non-motorised transport				<ul style="list-style-type: none"> <li>○ At section 2.1.4.3 include a discussion on actual and potential demand for non-motorised transport, with reference to each KTA, and a broad discussion of those sections of road where pedestrian and bicycle traffic is concentrated in order to assess the need for dedicated lanes.</li> </ul>	Done	Transportation
Power supply	449-452			<ul style="list-style-type: none"> <li>○ See section 2.5.5.</li> <li>○ See comment (ii) under General Comments at page 2.</li> </ul>	<ul style="list-style-type: none"> <li>○ For the electricity system in NTB province there are 3 major systems, namely the Lombok, Bima and Sumbawa systems. The load of 248.5 MW is the peak load of the Lombok</li> </ul>	Energy

Task (see Terms of Reference)	Page/para in report (insert ref.)	Assessment (see above)	Comments (for partially and not met assessments, state what is required to achieve satisfactory completion of the task) (green shading indicates comment previously advised)		Action	Action by
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				<ul style="list-style-type: none"> <li>▪ For example: pg. 565 says peak load is 248.5MW but table 259 on page 57 says peak load in 2018 was 365 MW.</li> <li>▪ Presumably the peak load at 2027 of 750 MW is what drives the planned outcome of 841 MW (see pg. 568).</li> </ul>	<ul style="list-style-type: none"> <li>○ system, while the overall peak load in NTB is 365 MW.</li> <li>○ In the planning of the ESDM Ministry, in 2027 the NTB province's peak load was 750 MW because it was the plant that would be built until 2027 in the ESDM ministry's plan of 841 MW. (RUPTL will be update every year)</li> </ul>	
Roads - toll	-			<ul style="list-style-type: none"> <li>○ -</li> </ul>		
Roads - national	298-355			<ul style="list-style-type: none"> <li>○ Include a statement about land availability for road schemes under Table 132 at page 369.</li> <li>○ A clearly identified 'tourism relevant road network', which updates the Project Appraisal Document, is missing. Section 2.1.4 on roads needs the addition of material that clearly defines road sections that are critical for tourism development in combination with a high percentage of tourism traffic.</li> <li>○ Add information on traffic composition on the key (tourism) road sections.</li> <li>○ Draw out more explicitly the parameters to be used in traffic growth projection.</li> <li>○ Add a short section on parking availability at destinations / beaches, with reference to the KTAs.</li> <li>○ Update the Road Safety section (2.1.4.4) with information on the number of accidents and fatalities.</li> </ul>	Done	Transportation
Roads - provincial	298-355			<ul style="list-style-type: none"> <li>○ See above.</li> </ul>		
Railways	-			<ul style="list-style-type: none"> <li>○ -</li> </ul>		
Solid waste	427-448			<ul style="list-style-type: none"> <li>○ Although the material covers solid waste in each KTA this is mostly at a kabupaten level. Revise the section to more explicitly focus on KTAs, including a description and analysis of existing conditions. <ul style="list-style-type: none"> <li>▪ For example, the report says Kecmatan Sekotong has never been served by the government: provide a description of the current systems in the area. Provide more analysis on why solid waste management services in some area is very low or even completely absent. What are the governing factors?</li> <li>▪ Quality of the current system overall and its characteristics in the KTAs (area coverage, collection frequency,</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>○ Report has been added with more description regarding solid waste performance in each KTA</li> <li>○ The required information is too detailed that it cannot be accommodated due to limited information that are available for each KTA.</li> <li>○ Will be accommodated in the next stage</li> <li>○ Done</li> <li>○ Done, accommodated in Appendix</li> <li>○ Done Partially (due to limited detailed information regarding future development)</li> </ul>	Infrastructure

Task (see Terms of Reference)	Page/para in report (insert ref.)	Assessment (see above)	Comments (for partially and not met assessments, state what is required to achieve satisfactory completion of the task) (green shading indicates comment previously advised)		Action	Action by
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				<p>percentage of population and businesses served by door-to-door collection, resp. indirect collection via TPS, street sweeping practice).</p> <ul style="list-style-type: none"> <li>○ Expand the discussion around table 248 to include waste generation by day and overnight visitors; relate to KTAs as well.</li> <li>○ The maps showing collection systems are too small to read and to adequately show the coverage area, especially by KTA; bigger scale map needed.</li> <li>○ Add material on collection fees.</li> <li>○ At page 556 draw together previous material with that on planned developments to form a conclusion on whether the planned developments in solid waste will fully address any gaps.</li> </ul>		
Tourism specific services and facilities	78-88			<ul style="list-style-type: none"> <li>○ -</li> </ul>		
Water supply	377-407		<p>Water supply: a lot of the supply is spring fed. Need to assess continued supply capacity against climate change and maintaining an appropriate level of environmental water.</p> <p>What class is water treated to?</p>	<ul style="list-style-type: none"> <li>○ Specify the national standard used and check to ensure for the key tourism areas access to sustainable water supply is defined and analysed as compliance with the SNI 3-7065-2005 standard.</li> <li>○ The planned investment section at page 500 is thin: can this be expanded?</li> <li>○ The discussion of water supply within the KTAs is thin and needs augmenting given these are the principal points of future investment. Include a description and give analysis about factors that play significant role in shaping the existing condition? What are the gaps with relevant standard or Master Plan, and what are the governing factors?</li> <li>○ Not clear if climate change impacts, water loss and peak hour period have been used in calculating the water supply gap: check and update if required.</li> <li>○ At page 500 draw together previous material with that on planned developments to form a conclusion on whether the planned developments will fully address any gaps. (Looking at table 209 and the text below, the reader does not have an idea if "improved cooperation" will fill that gap).</li> </ul>	<p>Point a to e. Not Done. Recognized that the report is still too general. The next revision will accommodate all things mentioned.</p>	Infrastructure
Wastewater management	408-426			<ul style="list-style-type: none"> <li>○ Spell-out what ODF means at page 501 and then use acronym.</li> <li>○ At page 523 draw together previous material with that on planned developments to form a conclusion on whether the planned developments will fully address any gaps.</li> </ul>	<ul style="list-style-type: none"> <li>○ Done</li> <li>○ Be accommodated on the next stage</li> <li>○ Sure. Be accommodated on the next stage</li> <li>○ Sure. Be accommodated on the next stage</li> </ul>	Infrastructure

Task (see Terms of Reference)	Page/para in report (insert ref.)	Assessment (see above)	Comments (for partially and not met assessments, state what is required to achieve satisfactory completion of the task) (green shading indicates comment previously advised)		Action	Action by
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				<ul style="list-style-type: none"> <li>○ Include a discussion on treatment of industrial and commercial wastewater.</li> <li>○ Cross check wastewater demand figures with demand for water to ensure consistency: generally, wastewater is 80% of water demand.</li> </ul>		
iii. Collect and provide all infrastructure maps (existing and planned infrastructure by the government and/or private sector).		TOR requirement partially met		<ul style="list-style-type: none"> <li>○ See comment (iv) under General Comments at page 2.</li> <li>○ Given the size of the infrastructure maps it is difficult to determine how complete they are and whether they provide enough information about current infrastructure (e.g. piped water supply - intake, treatment, production facilities, distribution networks, and other facilities such as IKK and non-piped water supply system such as water well, etc) as well as planned investments: review all maps and ensure they are all in English.</li> </ul>	Not Done. The scale of map will be improved in accordance with the master plan purpose.	Infrastructure
Airports and airlift capacity						
Drainage and flooding						
External public transport						
Information technology						
Marine transport						
Non-motorised transport						
Power supply						
Roads - toll						
Roads - national						
Roads - provincial						
Railways						
Solid waste						
Tourism specific services and facilities						
Water supply						
Wastewater management						
iv. Detailed description and analysis of current infrastructure and service levels as <u>baseline for program monitoring and evaluation at the Tourism Destination</u>		TOR requirement partially met		<ul style="list-style-type: none"> <li>○ See comments at (ii) above.</li> </ul>	Not Done. See PEDUM. This part will be revised later.	Infrastructure

Task (see Terms of Reference)	Page/para in report (insert ref.)	Assessment (see above)	Comments (for partially and not met assessments, state what is required to achieve satisfactory completion of the task) (green shading indicates comment previously advised)		Action	Action by
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Area level and the Key Tourism Area level.						
<u>Tourism Destination Area</u>						
Airports and airlift capacity	-					
Drainage and flooding	214-215 375-381				Please refer to section No. 3.2.1.3.4 for service level For detailed current infrastructures are already accommodated. But if it means more detailed in each KTA for overall DTW, the available data is only exist for Lombok Barat and it has been added in the Appendix.	
External public transport	356-374					
Information technology	-					
Marine transport	244-297					
Non-motorised transport						
Power supply	449-452					
Roads - toll	-					
Roads - national	298-355					
Roads - provincial	298-355					
Railways	-					
Solid waste	427-448				Please refer to section No. 2.2.4.3.3	
Tourism specific services and facilities	78-88					
Water supply	377-407		Need discussion of whether current supply standards are appropriate for tourism needs: might be better in Task A.		Sure. The appropriateness of current supply standard to tourism need will be analysed on the next revision.	
Wastewater management	408-426					
<u>Key Tourism Areas</u>						
Airports and airlift capacity	-					
Drainage and flooding	214-215 375-381				Please refer to section No. 3.2.1.3.4	
External public transport	356-374					
Information technology	-					
Marine transport	244-297					
Non-motorised transport						
Power supply	449-452					

Task (see Terms of Reference)	Page/para in report (insert ref.)	Assessment (see above)	Comments (for partially and not met assessments, state what is required to achieve satisfactory completion of the task) (green shading indicates comment previously advised)		Action	Action by
			12 December documents	22 March 2019 documents		
Roads - toll	-					
Roads - national	298-355					
Roads - provincial	298-355					
Railways	-					
Solid waste	427-448				Please refer to section No. 2.2.4.3.3 for service level Please refer to section No. 3.2.1.3.4 for service level For detailed current infrastructures are already accommodated. But if it means more detailed in each KTA for overall DTW, the available data is only exist for Lombok Barat and it has been added in the Appendix.	
Tourism specific services and facilities	78-88					
Water supply	377-407		Need discussion of whether current supply standards are appropriate for tourism needs: might be better in Task A.		Sure. The appropriateness of current supply standard to tourism need will be analysed on the next revision.	
Wastewater management	408-426					
v. Identify and quantify <u>current gaps</u> in infrastructure provision and service delivery compared to national standards at the tourism destination area level and the key tourism area level. This includes establishment of baseline level of services for water supply, sanitation, solid waste, and roads at the kecamatan level using relevant MPWH standards.		TOR requirement partially met		o See comments at (ii) above.	Not done. Will be accommodated on the next stage	Infrastructure
<u>Tourism Destination Area</u>						
Roads at Kecamatan level	298-355					
Solid waste	427-448					
Water supply	377-407					

Task (see Terms of Reference)	Page/para in report (insert ref.)	Assessment (see above)	Comments (for partially and not met assessments, state what is required to achieve satisfactory completion of the task) (green shading indicates comment previously advised)		Action	Action by
			12 December documents	22 March 2019 documents		
Waste water and sanitation	408-426					
<u>Key Tourism Areas</u>						
Roads at Kecamatan level	298-355					
Solid waste	427-448					
Water supply	377-407					
Waste water and sanitation	408-426					
vi. Analyse if and to what extent planned public and private investments will alleviate or resolve identified deficiencies and what gaps remain.		TOR requirement partially met	Planned infrastructure investments: cross check all services to include an explicit statement as whether the planned investments will address identified gaps or add capacity.	o See comments at (ii) above.	Not Done	Infrastructure
Airports and airlift capacity						
Drainage and flooding					Done, refer to section 3.2.1.3	
External public transport						
Information technology						
Marine transport						
Power supply						
Roads - toll						
Roads - national						
Roads - provincial						
Railways						
Solid waste					Done for several development plan, the other is very limited information, please refer to section 2.2.4.5	
Tourism specific services and facilities						
Water supply					Not done. Will be accommodated on the next stage	
Wastewater management					Not done. Will be accommodated on the next stage	
<b>C.3 Case studies</b>				➤ Satisfactory		

Task (see Terms of Reference)	Page/para in report (insert ref.)	Assessment (see above)	Comments (for partially and not met assessments, state what is required to achieve satisfactory completion of the task) (green shading indicates comment previously advised)				
				12 December documents	22 March 2019 documents	Action	Action by
					<ul style="list-style-type: none"> <li>At the end of section 3.1 provide more detailed and practical explanation of best practices in dealing with tourism challenges and opportunities during the various TALC stages and relate these to the situation on Lombok,</li> </ul>	Done	Master Plan

## Section #3:

# PART B

## EVALUATION AGAINST TASKS BY CHAPTERS

Task	Page/para in report	Comments on 12 December documents	Comments on 22 March 2019 documents
-	<b>Overall</b>		<b>Adequate</b>
	1	This report needs proper quality control (inconsistencies and meeting TOR requirements) and editing.	1. This remains an issue to address: see comment (i) under General Comments at pg 2.
	2	The context and background to the ITMP (including the Tourism Destination Area, TDA, and Key Tourism Areas, KTAs), as introduction to the overall documents in Volume 1 deserves more attention.	2. Done.
	3	In addition to an explanation of the ITMP preparation flow, a clear tourism competitiveness/strategic framework will assist in putting the baseline analysis in context and provide the rationale and process for the baseline study and where it fits in the overall ITMP preparation.	3. Done through incorporation into the document rather than a framework diagram at the start of Vol. 1 which would have been preferable.
	4	It is difficult to get an overall picture and flow of the document due to the sheer volume of information presented and the fact that it is divided in 4 volumes. It would be sensible to repackage the documents into a single core volume of main findings and to attach analytical and factual information that is largely extracted from existing sources as Appendices.	4. This remains an issue to address: see comment (ii) under <i>General Comments</i> at page 2.
	5	The absence of a tourism strategic framework has the danger of missing some important tourism information like marketing policies/strategies/plan/practices; more detailed assessment of tourism quality assurance, skills and service levels; immigration facilities and clearance systems; tourism investment promotion and incentives; public/private partnerships; private sector role and organisation, etc	5. Done through incorporation into the document rather than a framework diagram at the start of Vol. 1 which would have been preferable.
	6	Having the analysis of Opportunities and Challenges divided per volume is confusing and detracts from an overall grasp of opportunities and challenges. See point above, regarding condensing core information related to tourism – combine all summaries of opportunities and challenges in a single summary. This should flow from the strategic framework mentioned in the second bullet above.	6. This remains an issue to address: see comment (ii) under <i>General Comments</i> at page 2.
	7	Form: writing is so poor that it is hard to read, and very far from acceptable as a report. <ul style="list-style-type: none"> <li>• English spelling and grammar of entire document needs thorough checking to ensure all meaning is clear. English is extremely poor!</li> <li>• Sources and references of documents from which findings are derived need to always and everywhere be indicated. Improve referencing, footnotes and add a list of references.</li> <li>• Check consistency of Table and Figure headings.</li> <li>• Please add a source for every figure and table.</li> <li>• Many of the maps and graphs are very difficult to decipher.</li> </ul>	7. This remains an issue to address: see comment (i) under General Comments at pg 2.

Task (adjudged)	Page/para in report	Comments on 12 December documents	Comments on 22 March 2019 documents	Action	Action By
<b>C.</b>	<b>Analysis of baseline conditions</b>				
-	Page 18	1. Take out the table 43 from the Table of tables.	1. Not checked for this: see comment (i) under General Comments at pg 2.	Done	Master Plan
-	1.1 Background	2. See above feedback on similar introduction section (outdated, no link between ITDP and ITMP and specific tasks to prepare ITMP).	2. See Vol 1.	Already stated in the background that ITMP contained analysis that is referencing the four project components in ITDP, and it is divided into 4 tasks.	Master Plan
C.1	2. Spatial Plans, Infrastructure Gaps, Visitor Attractions, and Facilities	3.	3. -		
C.1	2.1 Analysis of the Spatial Planning Policy, p. 24	<p>4. Generally, this part describes contents of spatial planning documents at national, provincial and city/ district level. In this part, the report must consider Task C1 which needs to analyze existing land uses and land use planning provided by spatial plans and its gap among these documents, but unfortunately it does not appear here. This part merely mentions about land use planning in each spatial document but there is no data/ information (including in maps) about existing land use. The analysis of land use planning and existing utilizations including its gap are thus missing at the TDA and KTA level. Therefore, analysis about land use planning and existing utilizations including its gap are missing. The consultant must put an effort to elaborate spatial documents from national to local level and analyze the structure (spatial hierarchy, infrastructures, etc.) and land use plan for more detailed planning (RDTR) (regarding tourism planning and existing condition) and compare to existing conditions, thoroughly.</p> <p>5. Add English translation for 2.1.1.1 Peraturan Presiden No. 56 tahun 2014 tentang Rencana Tata Ruang Wilayah Kepulauan Nusa Tenggara.</p> <p>6. Section 2.1.1 is missing, but continues to section 2.1.1.1</p> <p>7. Please add source of maps on Figure 1 and 2 (page 25)</p> <p>8. For spatial planning documents, it is recommended to map them in a matrix for the destination and the key tourism areas based on spatial structure and spatial pattern to see consistency among the documents. The matrix also combines the tourism spatial patterns indicated in the master plan of tourism at a similar level (RIPPARDA) and provides analysis on whether the results are similar or different and why.</p> <p>9. Based on the analysis of spatial planning policy, the consultant should create a map that overlays the spatial structure in Lombok as well as at Kota/Kabupaten level. Another map should be created that overlay spatial patterns from the analysis of spatial planning.</p>	<p>4. Done: see Fig 14 at page 41 of Vol 3.</p> <p>5. Not checked for this: see comment (i) under General Comments at pg 2.</p> <p>6. Not checked for this: see comment (i) under General Comments at pg 2.</p> <p>7. Not checked for this: see comment (i) under General Comments at pg 2.</p> <p>8. Done: see pg. 46, Table 7 at Vol 3.</p> <p>9. Done</p> <p>10. Not checked for this: see comment (i) under General Comments at pg 2.</p> <p>11. Not checked for this: see comment (i) under General Comments at pg 2.</p>	<p>5. Done</p> <p>6. Done</p> <p>7. Done</p> <p>10. Done. Plans and Policies already moved to the Volume 1 on Section 2 and 3.</p> <p>11. The statement is moved to Task A Section 3.1.1.4.1 RTRW Kota Mataram page 167 and already fixed</p>	Master Plan

Task (adjudged)	Page/para in report	Comments on 12 December documents	Comments on 22 March 2019 documents	Action	Action By
		10. Quite substantial overlaps with Volume 1 (Plans and Policies) – check this. 11. Page 34: what does it mean: International, national, regional, and local urban economic power plant areas?			
C.1	2.1.1.4 Summary	12. Poor English makes it difficult to follow the logic and to absorb the summary thoughts.	12. Not checked for this: see comment (i) under General Comments at pg 2.	Already fixed and moved to Volume 1 Section 3.1.1.6 Summary page 182	Master Plan
C.1 ii	2.2. Spatial Planning Base Map Formulation, p. 45	13. Table 2 dan 3 (p. 51 and 52). Did the consultant calculate each land use in this Table? Or did the data come from BPS or secondary sources?	13. Not checked for this: see comment (i) under General Comments at pg 2.	Land use raw data is from JICA 2015, and then analysed by AECOM using GIS	Master Plan
C.1 ii	2.2.2. Spatial Development Patterns, p.54	14. This section should not only focus on tourism spatial patterns, but must analyse spatial growth patterns of urban, semi urban and rural areas comprehensively, because development of tourism will affect movement of people and goods to the specific location of tourism, therefore spatial and land use conditions may change respectively. A comparison is needed between the existing growth patterns and those included in the planning documents. 15. Please explain the policy on sustainable paddy field (Sawah Lestari), we understand that each Kabupaten has this policy, and assess how this could limit physical development for tourism activities.	14. Done. 15.	14. Done 15. Lack of data regarding LP2B in Lombok Area	Master Plan
C.1 ii	2.2.2.3 Summary	16. Fig 27 and Table 5: Synthesis of tourism possibilities 17. Tourism characteristics and Development opportunities - No mention of coastal and marine tourism, ecotourism, etc. 18. Overall direction is unclear.	16. - 17. 18. Not checked for this: see comment (i) under General Comments at pg 2.	Done. Already fixed on the newest document.	Master Plan
C.1 iii	2.2.3 Planned new developments	19.	19. -		Master Plan
C.1 iii	2.2.3.1 ITDC Mandalika	20. Do you need to put all this detail in the main report? It is largely copied from existing documents. Focus findings more on the aim of the ITMP. 21. Important to get an indication of actual progress, successful uptake of plans and challenges encountered to date. 22. Any environmental/sustainable tourism issues/challenges? 23. Need indication of the development and governance models of these mega developments 24. Were EIAs done for Mandalika, and its major investments?	20. Not checked for this: see comment (i) under General Comments at pg 2. 21. 22. 23. 24.	Done. Already fixed on the newest document.	Master Plan
C.1 iii	2.2.3.2	25. KEK Bandar Khayangan Global Hub	25. -		
C.1 iii	Demand Supply Forecast	26. How realistic and desirable is it to have this scale of urban and industrial development in proximity to main tourism areas on coast and Gilli Islands?	26. Matter for Task E and subsequently.		Master Plan

Task (adjudged)	Page/para in report	Comments on 12 December documents	Comments on 22 March 2019 documents	Action	Action By
		<p>27. The report mentions that the land owned by the residents is expected to become the object of city development so that the land must be freed. As compensation for the sacrifice, it was given free of charge to 6,167 families in a cultural house with an area of 150 m2 in the Bandar Kayangan area.</p> <p>28. Was there any information on how much land is needed, how many landowners and families are affected, what is the plan to acquire the land, etc?</p> <p>29. Is there any information what is the basis of giving this scheme of compensation?</p> <p>30. Who decided this and did the families agree on this scheme?</p>	<p>27. Not checked for this: see comment (i) under General Comments at pg 2.</p> <p>28. Not checked for this: see comment (i) under General Comments at pg 2.</p> <p>29.</p> <p>30.</p>		
C.1 iii	ITMP Positioning towards Bandar Kayangan	<p>31. The report says that if the development of Bandar Kayangan New Town can be in accordance with environmental rules and values, it will be able to greatly help the process of implementing and promoting integrated tourism in Lombok which is more sustainable. How would that work?</p> <p>32. Is there any ESIA for this new town? any other environmental studies for this new town, such as biodiversity assessment, marine biodiversity assessment, etc?</p> <p>33. What were the recommendations from these studies?</p> <p>34. What were the status of these studies? Have environmental permits been issued?</p> <p>35. Need indication of the development and governance models of this mega development</p>	<p>31.</p> <p>32.</p> <p>33.</p> <p>34.</p> <p>35.</p>	Lack of data and information regarding Bandar Kayangan Development	Master Plan
C.1 iv	2.2.4 Tourism Experiences	<p>36. In key tourism areas map in this section, there is inconsistency between the map and the text. Number 5, 6, 7 should be changed; to make it consistent between text and map.</p> <p>37. Section gives a good overview of tourism spatial potential, but it is unclear whether this reflects existing plans/planning, or are these the views of the consultants? Page 80 mentions 8 "Key tourism Areas", these differ for the KTAs as defined in the TOR, which are:</p> <p>38. Gili Islands-Senggigi area covering three Kecamatan: Batu Layar, Pemenang and Tanjung.</p> <ul style="list-style-type: none"> <li>o b. Southern coast area covering four Kecamatan: Pujut, Praya Barat, Sekotong and Jerowaru.</li> </ul> <p>39. If the Consultant intends to propose a potential adjustment of the KTAs then this should be explicitly stated here and assessed as part of Task F (As per TOR, "As part of Task F of the Services, the Consultant will adjust or confirm the priority key tourism areas"). This will have implications for the baseline data to be collected.</p>	<p>36.</p> <p>37.</p> <p>38.</p> <p>39.</p>	<p>36. The map changed according to the information that need to be shown</p> <p>37. The Key Tourism Areas changed and already explained in Volume 4 (Task D) Section 3.1.3 Key Tourism Area Assessment</p> <p>39. Stated in Volume 4 Section 3.1.3</p>	Master Plan
C.1 iv	2.2.5 Tourism accommodation and facilities	<p>40. Major overlap with Section 6 of Volume 2 – combine these</p> <p>41. Need for maps of room concentrations and have only one set of maps with Volume 2.</p>	<p>40. Not checked for this: see comment (i) under General Comments at pg 2.</p> <p>41.</p>	The tourism Accommodation in Task C is the brief summary of the Tourism Accommodation in Task B because of the requirement from the TOR	Master Plan
C.1 iv	2.2.5.5 Summary	<p>42. While current concentration of facilities is an indicator of potential it should not be seen as the only/main determinant of tourism potential.</p>	42. -	Noted	Master Plan

Task (adjudged)	Page/para in report	Comments on 12 December documents	Comments on 22 March 2019 documents	Action	Action By
C.1 v	2.2.6 Land ownership	43. Very important section to see where development is possible. 44. Put upfront/start in this section with an explanation of the various land rights and implications for tourism development. 45. Provide an explanation of re-zoning process and how this works for rezoning land for tourism use.	43. - 44. 45.	45. Will be explain on the next stage because of the zoning data limitation	Master Plan
C.1 iii / iv	2.2.6.1. Land Status Overview	46. The report mentions that there is customary law or so-called "Awig-awig" that applies in specific areas in Lombok. This customary law can regulate all provisions of life and is closely related to the regulation and management of customary/traditional/indigenous lands that spread across Lombok. Please explain with regard to the Bandar Kayangan New Town, as it seems from the Map, its area covers Desa Segenter and Desa Ende, which constitute land of Indigenous Peoples.	46.	Lack of data regarding information about the "Awig-awig" regulation.	Master Plan
C.1 v	2.2.6.2. Land Rights of Tourism Areas	47. In this section, please also explain access rights. Such as in Senggigi area, fishermen have limited access to the shore where they dock their ships because land has been owned or leased by private companies (hotel owners). This might also be the case or would be the case in the future in the key tourism areas. Please assess to what extent this kind of case also happens in other sites and anticipate if similar cases could occur in the future due to tourism development.	47.	Access rights is an informal	Master Plan
C.1	2.2.6.3 Summary of tourism opportunities	48. Introductory paragraph difficult to follow 49. Need more specific identification of areas with expansion potential and also "red flag" areas of existing or potential overdevelopment (the TOR asks as part of Task D "Aligned with any bylaws/codes of protected area or WHS's core and buffer zones, the maps should present "no development" zones, zones suitable only for certain types of development, zones with little or no restriction on type of development, and any recommended building regulations, etc." this is not presented here, nor in Task D). Identification of the potential type and scale of tourism that will be possible. 50. In this summary, we would like to know whether there is any government land, state-owned land etc. that would be potential for tourism development? On the forest, are there any "hutan kemasyarakatan" that can be developed by the community for perhaps, tourism purpose?	48. Not checked for this: see comment (i) under General Comments at pg 2. 49. 50.	48. Fixed. 49. Lack of information regarding Lombok RDTR 50. Lack of data regarding the Land Status in Lombok because of the confidential data	Masterplan
C.1 v	2.2.7 Earthquake and hazard	51. The heading does not fit with the text – text is about land conflicts. 52. In this section, is it possible to assess the potential constraints and opportunities for having physical investments for tourism development for each type of land ownership listed in this section. Based on past experiences, how difficult was it to obtain land from private individuals for tourism development purposes? What was the generic/common issues on land acquisition in Lombok, or in the key tourist areas? 53. In addition to the above comment, to what extent abandoned land (tanah terlantar) exist in Lombok e.g. land owned by companies or private individuals with large size and have been occupied by the people? and was there any case that such kind of land created conflict when the owners came back and will develop the land?	51. Not checked for this: see comment (i) under General Comments at pg 2. 52. 53. 54. 55. 56.	This section has moved to task B	Environment

Task (adjudged)	Page/para in report	Comments on 12 December documents	Comments on 22 March 2019 documents	Action	Action By
		Perhaps, information can be obtained from examples of past experiences that took place. 54. We would like to know also if there are any case of land legacy issues in Lombok, for any development and/or in particular for the tourism development purposes? What was the solution and how was the process to come to a solution? Some explanation has been provided under section 2.2.7 Earthquake and Hazards. 55. Figure 66 depicts land status in Selong Belanak. The explanation here does not link to Figure 66. Please explain. 56. Regarding land ownership cases in this section, please assess land legacy issues (particularly for areas that have potential for tourism development in the key tourist areas, according to the requirements specified in the ESMF.			
C.1 vi - ix	2.3 Environmental baseline	57.	57. -		
C.1 v	2.3.5 Land use overlaps with 2.2.1.3 – combine	58. In this section, please provide information on the irrigated paddy rice and in particular the "sawah lestari", to what extent they have been converted to other uses and what are the potential threats due to tourism development. How should these two paddy fields be considered as constraints and potential in the ITMP?	58.	Added in Section 1.3.5	Environment
C.1 vii	2.3.7.3 Marine ecology	59. Would be good to have more discussion linking this section to tourism possibilities/constraints – e.g. diving, snorkeling, turtle safaris, etc. – Is the ecology suitable for expansion of such activities? 60. In this section, please explain how the local governments (provincial and districts) address the issue of reduction in the areas of mangrove. This is important as attraction in Lombok. Tourism development, if not done well, might affect further degradation of mangrove.	59. 60.		Environment
C.1 vii	2.3.8 Conservation areas	61.	61. -		
C.1 vii	2.3.8.1.2 Gilli Management Issues	62. Very important section that highlights tourism management challenges – can this discussion be expanded to include the other KTAs?	62.	This management issues was coming from local government regulation. This can't be expanded to include the other KTAs	Environment
C.1 vii	2.3.8.1/2/3.3 Determination of zoning plans	63. Can these tables be combined in a single cross-table with zones cross-tabulated by activities?	63.		Environment
C.1 viii	2.3.9 Community health	64.	64. -		
C.1 viii	2.3.9.1 Life expectancy	65. Is there any correlation between the improved life expectancy in some areas and extent of tourism development – i.e. is tourism a positive contributor to quality of life?	65.		Environment

Task (adjudged)	Page/para in report	Comments on 12 December documents	Comments on 22 March 2019 documents	Action	Action By
C.1 viii	2.3.9.2 Health facilities	66. Table 28 – these figures will be more meaningful if they are also expressed as a factor of population e.g. population/hospital	66.		Environment
C.1 viii	2.3.10 Environmental health conditions	67.	67. -		
C.1 viii	2.3.10.1/2 Water /Air Quality	68. Presenting the results in tabulated format will make it much easier to absorb e.g. cross tabulation of areas quality types and parameters 69. Would be good if “flashpoints” with excessive values can be mapped. 70. Statement on seawater suitability for bathing and water sport – the text is not clear on whether and where there may be areas not suitable for marine activities.	68. 69. 70.	Done	Environment
C.1 viii	2.3.11 Climate change	71. Figure 118 – the findings do not correspond with the graph – text says conditions better in 2014 while graphs says worse. 72. Figure 119 – again, the text indicates that “most” of the island has high capacity of climatic control while Fig indicates mostly moderate.	71. Not checked for this: see comment (i) under General Comments at pg 2. 72. Not checked for this: see comment (i) under General Comments at pg 2.		Environment
C.1 viii	2.3.11.1 GhGas	73. The figures should be compared to global benchmarks to see their relevance	73.		Environment
C.1 viii	2.3.11.3 Sea level rise	74. Table 34 – Is this correct – rise expressed in meters (63m)?	74. Not checked for this: see comment (i) under General Comments at pg 2.		Environment
C.1 viii	2.3.11.4 Coral Reef Bleaching	75. Some discussion regarding the effect/impact of coral bleaching for tourism?	75.		Environment
C.1 viii	2.3.11.5 Ecosystem zones change	76. This is a significant change in ecosystems – what are implications for tourism if the environment is rapidly changing to dryer forest areas?	76.		Environment
C.1 viii	2.3.12 Natural hazards	77. Will be important to understand what: o has been the effect and damage on tourism facilities o warning systems, impact prevention and crisis mechanisms are in place to prevent disastrous effects of earthquakes, volcanic eruptions, tsunamis, landslides, floods, etc. on tourists	77.		Environment
C.1 ix	2.4 Culture Significance Resources	78. Last para. Under main 2.4, reference to Volume B wrong here?	78. Not checked for this: see comment (i) under General Comments at pg 2.		Social and Cultural
C.1 ix	2.4.3 Cultural tourism attractions in the ESMF	79.	79. -		

Task (adjudged)	Page/para in report	Comments on 12 December documents	Comments on 22 March 2019 documents	Action	Action By
C.1 ix	2.4.5 Summary of significance	80. Need an evaluation on the state, quality and preservation of these attractions and their suitability for tourism.	80.		Social and Cultural
C.1 xi	2.5 Social conflict	81. Need an overall evaluation whether crime and demonstrations are serious matters that could affect tourism or not, especially related to current (and possibly newly proposed, Task F) key tourism areas. 82. What about tourism related crime such as mugging, pickpocketing, theft, etc.? 83. The report mentions that the baseline study has identified several potential conflicts and crimes in several study areas. Potential conflicts that might occur are strongly related to the development of tourism on the Lombok island, namely the issues of land status in the tourism area, especially in the southern coast region. How did the local government address or facilitate the described potential conflict below? What will be the roles of the local governments (provincial and district) to prevent, address and/or facilitate similar social conflict in the future, particularly related to tourism in the future? How would ITMP consider areas with potential social conflict in developing the ITMP (including DDPs)?	81. 82. 83.		Social and Cultural
C.2	3. Infrastructure and Service Provision Baseline	84.	84. -		
C.2	3.1 Transportation	85.	85. -		
C.2 i	3.1.1 Accessibility	86. It would be important to identify specific key gaps in accessibility (if any) that may affect tourism investment/growth. 87. Page 228 – 3.1.1 discuss about accessibility, but then uses travel time as the indicator. Travel time is an indicator of connectivity and mobility. Accessibility is generally defined as a measure of potential opportunities for interaction so that the main part of accessibility measures are usually an origin and a destination combined with potential activity at the destination and travel time or cost (see Koenig, 1980; Hansen, 1959). 88. What is the main consideration in selecting the location of the zone centroid? What is the type of road that connects the main road and the zone centroid? 89. Page 235 – the table is not about accessibility, but about connectivity. Instead of using scoring, you can just add all travel times to rank the connectivity to have a more accurate result--the higher, the lower the connectivity is. Please also indicate alternative routes between origins and destinations.	86. Done: see comments at Part A, C.2 (i). 87. Done. 88. Done. 89. Done.		
C.2	3.1.2 Airport	90. Regarding the Lombok International Airport Master Plan, is there any information on the land availability for the airport expansion? In the past, land was a serious issue for the development of the airport. Please provide more information on the status of the land for the airport expansion. And if there is a plan to acquire land, please describe the plan.	90. Not done: see comments at Part A, C.2 (ii). 91. Done. 92. Please add.	90. The initial assessment of land availability has already done based on AECOM analysis. The Master Plan map is still requested to AP 1.	Transportation

Task (adjudged)	Page/para in report	Comments on 12 December documents	Comments on 22 March 2019 documents	Action	Action By
		<p>91. Page 243 – the conclusion on the need of capacity expansion of airport passenger terminal needs to be elaborated in more detail. Is it from a secondary source, or based on the Consultant’s own forecasts and estimations?</p> <p>92. Page 296 – please explain the methodology to reach the conclusion in table 86.</p>		<p>91. Done</p> <p>92. Done</p>	
C.2	3.1.3 Sea Ports	<p>93. Missing information:</p> <ul style="list-style-type: none"> <li>o Cruise ship arrivals, cruise passenger numbers and past trends, and current cruise port facilities;</li> </ul> <p>94. Regular ship route and arrivals (external-internal ship routes (from other island to Lombok) and internal-internal ship routes (between ports in Lombok));</p> <p>95. water transport safety analysis---please assess, e.a., the safety in the boats/ships, to what extent life safety equipment is available and with acceptable quality. (remember recent accidents).</p>	<p>93. Not done: see comments at Part A, C.2 (ii).</p> <p>94. -</p> <p>95. Done: see section 2.1.3.3.</p>	<p>93. Done: see section 2.1.3.2.2</p> <p>94. Done: see section 2.1.3</p>	Transportation
C.2 i	3.1.3.5 Conclusion	<p>96. In this summary, please provide information and assess the available basic services in each of the ports explained above, such as water supply, sanitation (such as toilets), drainage, solid waste management. With the projection of passengers (including tourists) what basic services need to be expanded and improved (in terms of quantity and quality). Also, please explain the handling of hazardous wastes (such as oil from the ships, etc.). What about safety issues, passengers vs. goods in each port? What about quality of passenger terminals, are they convenient?</p>	<p>96. Substantial discussion by port but not to the requested level of detail: this can be obtained during project design, if any.</p>	<p>96. Limited data and information about water supply, sanitation, drainage, and solid management. The assessment of the required infrastructure will be provided on next stage. The safety issues is already stated in section 2.1.3.3</p>	Transportation
C.2 ii	3.1.4 Road	<p>97. Regarding the road development plan of Lombok International Airport – Mandalika Bypass, please provide information what are the main issues for obtaining the needed land so far. Who acquired the land and what is the plan to acquire the land needed for this new road?</p> <p>98. The analysis should result in a clear definition of road sections that are crucial for tourism development in combination with a high percentage of tourism related traffic. The road sections assumed at the time of Appraisal (as per PAD) should be reviewed and either confirmed or amended to establish a firm baseline of tourism relevant road network sections. This analysis is missing for the National and Provincial road sections.</p> <p>99. Other missing information in the baseline for road infrastructure:</p> <ul style="list-style-type: none"> <li>o Baseline of traffic composition on key road sections</li> <li>o Parameters to be used for traffic growth projections. This concerns time series of traffic data on key road sections, vehicle ownership trends, and modal split trends</li> <li>o The IRI analysis should conform to the monitoring requirements to serve as a baseline and distinguish between IRI &lt; 6 resp. &gt; 6 (This data is available in Bina Marga).</li> <li>o Road traffic accident data (This data is available in Traffic Police).</li> </ul> <p>100. Page 313-326 provides an inventory of Kabupaten and Kecamatan roads that are important for tourism development, further detailing the unspecified 65km of “local roads” in the PAD. Table 93 page 325 provides the summary. Total length of identified Kabupaten road sections is 98.33km which is more than the assumed 65km. The Consultant needs to indicate the road status (whether the road sections in Table 93 are part of roads in</p>	<p>97. Not done: see comments at Part A, C.2 (ii).</p> <p>98. Not done: see comments at Part A, C.2 (ii) and 102 below.</p> <p>99. See comments at Part A, C.2 (ii).</p> <p>100. These figures appear to have been removed.</p> <p>101. See comments at Part A, C.2 (ii).</p> <p>102. See comment 98 above.</p> <p>103. Not done: see comments at Part A, C.2 (ii).</p> <p>104. Not done: see comments at Part A, C.2 (ii).</p> <p>105. Done.</p> <p>106. Done, but a little thin; may need to re-visit when preparing infrastructure plan.</p>	<p>97. Done</p> <p>98. Done</p> <p>99. Done</p> <p>100. Done</p> <p>101. Done</p> <p>102. Done</p> <p>103. Done</p> <p>104. Done.</p> <p>105. Done. It is fully non-motorized transport infrastructures development.</p> <p>106. Done.</p>	Transportation

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		<p>the Surat Keputusan Bupati (decree) on Kabupaten road or not). If yes, this suffices. If not, then it would be non-status road and then the Consultant needs to clarify the responsible institution for those roads.</p> <p>101. Upgrading of these Kabupaten and Kecamatan roads should go hand-in-hand with provision of parking space near the destinations/beaches. An assessment of required parking space is missing.</p> <p>102. Page 337 provides a good analysis of current V/C ratios of the main road network. Once the road sections that are crucial for tourism have been defined (refer to earlier comment) the V/C ratios for the tourism relevant road sections should become part of the baseline.</p> <p>103. Page 339-345 on non-motorized transportation is mainly an inventory of existing infrastructure which is not sufficient as a baseline analysis. It does not present any information on non-motorized traffic. Especially in case dedicated lanes are proposed for pedestrians, bicycles and even cidomos it would be important to have at least an indication of the actual and potential demand. Especially for Senggigi area it is important to identify the road sections where (potential) pedestrian and bicycle traffic is concentrated and to analyze the current traffic composition and volumes to assess the need for dedicated lanes, sidewalks and pedestrian crossing facilities. Currently in the post-earthquake condition, traffic is probably not representative for normal conditions, but insider information from local people and businesses could be used as a proxy. Also, non-motorized transportation in the tourism areas would require a higher quality than the usual MPWH standard, i.e. a minimum of 2m wide footpaths, unobstructed by obstacles and preferably shaded with trees.</p> <p>104. Page 345-347 on road safety is far from complete. Missing are an inventory and analysis of road traffic accident data. The black-spot analysis is just an inventory of sharp curves, which is a very narrow definition of a black-spot. (Black-spot areas must be related to the number of accidents and fatalities, this data is available in Traffic Police, and sometimes Dinas Perhubungan, Jasa Raharja/insurance company).</p> <p>105. Page 350 shows future development of the road network of the three Gilis. Hope this does not mean introduction of motorized vehicles on the islands? This is not clear in the text. The consultant needs to assess whether the plan would support tourism (make the destination more attractive) or may reduce the attractiveness of the destination.</p> <p>106. Page 353-354 – Please assess the plan of BPJN IX proposal on bypass and elevated road development based on traffic and economic needs and environmental, social, and tourism impacts.</p>			
C.2 ii	3.1.4.6. Conclusion	107. In this summary, please assess the proposed list of road sector for 2019 versus the road conditions/services explained above.	107.		Transportation
C.2 ii	3.1.5 Public transport	<p>108. No indication on pricing, ticket packaging and ticket purchase, especially from a tourism perspective.</p> <p>109. Page 356- Public transportation – the consultant needs to assess the condition of bus terminal, bus stops, and the bus level</p>	108. Not done: see comments at C.2(ii) above.	108. Done 109. (i) Done	Transportation

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		<p>of service. The consultant may interview public transport operators on the daily passenger per bus, per route, and the percentage of foreign tourist. Please shows the public transport network in maps.</p> <p>110. Page 364-365: inconsistent analysis. Page 364: "Vehicle rent is the most used by tourist to accommodate their journey within Lombok" and Page 365: total number of rental cars in Lombok is 45. The consultant may conduct interviews to get information on possible informal vehicle rent operation.</p> <p>111. Page 367-369 Missing is more factual information on the major bus terminals: exact location, lay-out, facilities, current (maintenance) condition, and capacity constraints if any.</p>	<p>109. Not done: see comments at C.2(ii) above.</p> <p>110. Not done: see comments at C.2(ii) above.</p> <p>111. Not done: see comments at C.2(ii) above.</p>	<ul style="list-style-type: none"> <li>- The condition of bus terminal</li> <li>- The existing bus stops condition</li> <li>- The sample passenger data</li> <li>- Public transport network is done</li> </ul> <p>(ii) Lack of data of bus level of service</p> <p>110. Lack of data for informal vehicle rent operation</p> <p>111. Lack of data for exact location of bus terminals, the bus terminal's layout, facilities and the current (maintenance) condition</p>	
C.2 ii	3.2 Basic infrastructure	<p>112. Missing are confirmed pipeline projects for water, sanitation and solid waste management, planned completion dates and the impact on existing infrastructure and service gaps. Some projects are mentioned but without clarifying whether these planned investments are firmly committed and the planned completion dates.</p> <p>113. Missing are firm baseline service levels per kecamatan for a fixed base year for water, sanitation and solid waste management for the entire TDA = Lombok island) and a breakdown for KTAs in even smaller administrative units such as for the Gili islands.</p>	<p>112. See below.</p> <p>113.</p>	Not done. Will be accommodated on the next stage	Infrastructure
C.2 ii iii iv v vi	3.2.1 Drainage	<p>114. Page 375, chapter 3.2.1 is called "Drainage system" but actually deals with raw water sources and competing raw water demands. An analysis of drainage and flood protection is missing although some information is found scattered in the report. Missing is a full inventory and an integrated analysis on current risk of flooding (location and size of flood prone areas, flooding frequency and average inundation depth, people and businesses affected, causes of flooding, etc). Special attention is also required for flooding of coastal areas, especially related to tsunami risks and the impact on tourism development. Note that on page 205 of Volume Task C it is mentioned that: "Based on conservative estimates, the study found that Lombok would lose up to 1,500 m2 of its coastal area by 2030 due to sea level rise." This is an essential issue that requires thorough analysis. How about the consequences for the three Gili's?</p> <p>115. Page 375. So far, I have not mentioned poor English language, including "artificial tourism", because the text is in general still understandable, but this chapter really beats everything! What to think of these quotes:</p> <ul style="list-style-type: none"> <li>o Page 375 "Lombok's watershed is consisted of 197 Basin with, 4.738 km2 areas, there is also consisted of 52 utility basins which have accommodate approximately 52% of total catchment areas."</li> <li>o Page 379: "About 20% of total area has indicated through into defisit condition during dry season and about 20% unutilizing as well for getting a water supply. Cental of lombok is a major area has suspected to drying."</li> </ul>	<p>114. Done: see comments at C.2(ii) above.</p> <p>115. Not checked for this: see comment (i) under General Comments at pg 2.</p>	<p>Done</p> <p>114. coastal flooding structures proposed at future development plan.</p> <p>115. Already revised with specific content</p>	Infrastructure
C.2 ii iii	3.2.2 Water Supply System	<p>116. The report does not provide the baseline data needed:</p> <ul style="list-style-type: none"> <li>o Number of people and % of population with access to sustainable water supply</li> </ul>	<p>116. Done: see comments at C.2(ii) above.</p> <p>117. Done.</p>	Not done. Will be accommodated on the next stage	Infrastructure

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iv v vi		<ul style="list-style-type: none"> <li>○ Sustainability implies compliance with national service standards (i.e. SPM Permen PU 01/PRT/M/2014). For the key tourism areas access to sustainable water supply is defined as compliance with the SNI 3-7065-2005 standard, meaning safe water supply at 120l/cap/day for domestic users and 250l/cap/day for visitors staying overnight.</li> </ul> <p>117. The report does not provide sufficient information about the coverage of piped and non-piped water supply outside Mataram. Besides the coverage area and number of households, the consultant is also expected to identify the capacity of non-piped water supply. In addition to that, there is the report also fails to provide information about planned investment by both public and private sector. Please provide more detailed information about the existing infrastructure and service level in all city/regency. For example:</p> <ul style="list-style-type: none"> <li>○ What is the coverage of piped and non-piped water supply in each sub-district? How many households served? What is the existing length of water distribution networks for PDAM (km) and the coverage area (Ha)?</li> <li>○ What is the existing capacity (L/s) of the current piped and non-piped water supply systems?</li> <li>○ How many households without access to clean water supply? And how many households that have access to water supply with substandard supply? Etc.</li> </ul> <p>118. Infrastructure maps are incomplete and do not provide enough information about current infrastructure (piped water supply - intake, treatment, production facilities, distribution networks, and other facilities such as IKK and non-piped water supply system such as water well, etc) as well as planned investments. Please refer to urgent investment plan for Lombok, and disaster related intervention, as well as water grant, and DAK Air minum.</p> <p>119. Please provide description and analysis of current condition of infrastructure and service level at the key tourism areas, and not just at city/regency level. Please also take into account the level of water consumption for domestic, commercial and agriculture use. And in determining the gap, please refer to the water supply Master Plan (RISPAM) to identify whether the fulfilment of water supply in the short, medium, and long term will be achieved through piped or non-piped water supply system.</p> <p>120. Page 399. Please explain and provide analysis as to why the PDAM could only produce 4,911,725 m<sup>3</sup> while the installed capacity is higher than that, and why the percentage for PDAM Kabupaten Lombok Timur service is only at around 34.1%? What is the existing target of coverage of piped water supply (PDAM) according to RISPAM? What causes the gaps?</p> <p>121. Table 126 and 130. What is the meaning of qualified with terms and qualify with standards?</p> <p>122. What is the existing condition and service level in the key tourism areas? Please provide description and give analysis about factors that play significant role in shaping the existing condition? What are the gaps with relevant standard or Master Plan, and what are the governing factors?</p> <p>123. Please also factor in the water loss and peak hour period in calculating the gap.</p>	<p>118. See comments at C.2(ii) above.</p> <p>119. See comments at C.2(ii) above.</p> <p>120. Not checked for this: see comment (i) under General Comments at pg 2.</p> <p>121. Not checked for this: see comment (i) under General Comments at pg 2.</p> <p>122. See comments at C.2(ii) above.</p> <p>123. See comments at C.2(ii) above.</p> <p>124. Not checked for this: see comment (i) under General Comments at pg 2.</p> <p>125. See comments at C.2(ii) above.</p> <p>126. Not checked for this: see comment (i) under General Comments at pg 2.</p>		

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		<p>124. Page 400. "The number of PDAM Kabupaten Lombok Timur??"</p> <p>125. Since the identification of planned investments is missing, therefore, the report does not provide any information about whether the planned investment will be able to close the existing gap.</p> <p>126. 3.2.2.1. In a number of places in this section, it is stated that chlorination affixation" is carried out when "chlorine gas supply is up." I don't think "affixation" is the correct word, either. "Broncaptering" does not seem to be a word in English.</p>			
C.2 ii iii iv v vi	3.2.3 Wastewater Management System	<p>127. Sanitation baseline requires:</p> <ul style="list-style-type: none"> <li>o Number of people and % of population with access to sustainable sanitation</li> <li>o Access to sustainable sanitation is defined as having access to a communal (MCK) or a private toilet connected to a septic tank or to a piped sewer system with downstream treatment facilities in accordance with national service standards (SPM Permen PU 01/PRT/M/2014). The national service standard implies that urban areas with population density above 300 people per ha should be served with an off-site sewer system with centralized waste water treatment.</li> </ul> <p>128. Figure 6 (Page 408) and Figure 9 (Page 412), the numbers are identical. Please clarify</p> <p>129. Page 401. It is mentioned in the report that the utilization of existing IPLT in Mataram, which is only about 30% capacity. However, the report recommends the construction of new IPLT, which does not really answer the question as to why the utilization rate is so low.</p> <p>130. Table 139 (Page 416). Please clarify the calculation of ODF percentage (<math>74468/307490=24.2\%</math>).</p> <p>131. Please take into account the sanitation Master Plan which incorporates the aspect of population density, water table level, etc. Furthermore, please provide analysis and more insight as to why the ODF rate in one area is higher than another, what are the challenges to close the gap (lack of awareness, topography, land availability, community participation, etc)?</p> <p>132. Please breakdown the list of wastewater facilities into sub-districts level and provide more description and analysis about the condition in each sub-district, especially in key tourism areas.</p> <p>133. Infrastructure maps are incomplete. Please provide maps that clearly show the delineation of high sanitation risk areas, the existing infrastructure along with the coverage area, as well as the planned investments (DAK, hibah, etc)</p> <p>134. Since the identification of planned investments is lacking, therefore the report does not provide well enough information about whether the investments will alleviate the problems.</p> <p>135. Apart from Gili Trawangan, the report does not mention the needs of wastewater treatment plant for industry or commercial activities.</p>	<p>127. Done.</p> <p>128. Not checked for this: see comment (i) under General Comments at pg 2.</p> <p>129. Done.</p> <p>130. Not checked for this: see comment (i) under General Comments at pg 2.</p> <p>131. See comments at C.2(ii) above.</p> <p>132. Done.</p> <p>133. See comments at C.2(ii) above.</p> <p>134. See comments at C.2(ii) above.</p> <p>135. Not done: see comments at C.2(ii) above.</p> <p>136. Not done: see comments at C.2(ii) above.</p> <p>137. See comments at C.2(ii) above.</p> <p>138. Not done: see comments at C.2(ii) above.</p> <p>139. Not checked for this: see comment (i) under General Comments at pg 2.</p> <p>140. Appears this material has been substantially revised.</p> <p>141. See General Comments above.</p> <p>142. Not checked for this: see comment (i) under General Comments at pg 2.</p> <p>143. Not checked for this: see comment (i) under General Comments at pg 2.</p> <p>144. Done: text revised.</p>	<p>Not done. Will be accommodated on the next stage</p>	Infrastructure

Task (adjudged)	Page/para in report	Comments on 12 December documents	Comments on 22 March 2019 documents	Action	Action By
		<p>136. Page 382: "According to Peraturan Presiden No. 2 Tahun 2015 tentang Rencana Pembangunan Jangka Menengah Nasional Tahun 2015-2019, the development target of the settlement area is to eradicate urban slums to 0%, achieve 100% of drinking water services for all Indonesians and to increase the number access to proper sanitation to 100% at the basic needs level in 2019." This is indeed the target service level. The report however assumes targets of 81.77% (water) or 60% (sanitation) or 70% (solid waste) to calculate gaps. This is not correct.</p> <p>137. Page 387 figure 285. This figure on service coverage is hardly readable. This is important baseline information and should be shown in a table as well. Note that except for Mataram a map showing the service area coverage of the other PDAMs is missing.</p> <p>138. Page 388: this is the first time that household size is mentioned as far as I am aware ("assumption from BPS data 1 KK = 4 people"). At time of Appraisal, we used 3.9. This clearly illustrates the need to establish a consistent baseline definition for household size.</p> <p>139. Page 394 table 125 shows a column "service level". It is unclear what this means in this case. Is it % population served?</p> <p>140. Page 406: table 131 and 132: the calculation of water demand is not correct. For instance Mataram population is 468,509 and assumed water demand is 60 l/cap/day which should result in a total water demand for Mataram of 325 l/s and not 599 l/s. The entire demand calculation is unclear and seemingly not related to the population data. On page 406 is mentioned that the calculation is "based on the analysis result in sub-section 5.4.2.2.1" but this section is not found in the report. The entire section should be checked on errors in the calculations. The assumptions and methodology must be clearly described to enable replication in the future. Also proper design standards must be applied, meaning for the key tourism areas 120l/cap/day for domestic users and 250l/bed/day for star hotel and 150l/bed/day for homestay (SNI 03-7065-2005) and for the other areas in the TDA 60 l/cap/day (Peraturan Menteri Pekerjaan Umum No. 01/PRT/M/2014).</p> <p>141. Page 185-190 on surface water and ground water quality clearly shows that many of the raw water sources are of sub-standard quality. This information should be used and integrated in the analysis of the baseline for sustainable water supply in chapter 3 which is missing.</p> <p>142. Page 406: target is 100% and not 81.77%</p> <p>143. Page 406: the gap should be expressed in terms of population not yet served</p> <p>144. Page 477 mentions that "Currently Gili Trawangan relies on a reverse osmosis water plant operated by a private sector. Surveyed on October 2018 this reverse osmosis plant has been prohibited to operate due to ground water usage violation". Current practice and challenges for provision of basic services (water, sanitation and solid waste management) to the three Gili's should be presented in this chapter 3 to provide a comprehensive overall baseline.</p> <p>145. Page 408: target is 100% not 60%</p>	<p>145. Not checked for this: see comment (i) under General Comments at pg 2.</p> <p>146. Not checked for this: see comment (i) under General Comments at pg 2.</p> <p>147. Not checked for this: see comment (i) under General Comments at pg 2.</p> <p>148. Incorporate into investment plan.</p> <p>149. See comments at C.2(ii) above.</p> <p>150. Done.</p>		

Task (adjudged)	Page/para in report	Comments on 12 December documents	Comments on 22 March 2019 documents	Action	Action By
		<p>146. Page 408: Figure 6 is not clear. Desludging trucks dump sludge directly into the river? The percentages in the text are not consistent with the percentages in the figure. The numbers in the figure don't add-up.</p> <p>147. Page 408: Figure 6 is identical with figure 9 page 412 which cannot be correct.</p> <p>148. Page 415: "four of nine villages (Pelangan, Sekotong Barat, Buwun Mas, and Kedaro villages) in Kecamatan Sekotong categorized as high risk areas." This and other information on high risk villages in KTAs should be presented somewhere in the summarizing chapters as an urgent issue to be addressed as soon as possible.</p> <p>149. Page 426: The calculated generation of waste water (page 426, table 148) is apparently not related to the demand for water (page 406 table 132). This cannot be correct. Normally waste water generation is assumed as 80% of water demand.</p> <p>150. Current practice and challenges for provision of sanitation to the three Gili's should be presented in this chapter 3 to provide a comprehensive overall baseline.</p>			
C.2 ii iii iv v vi	3.2.4 Solid waste.	<p>151. The report does not provide the baseline data needed:</p> <ul style="list-style-type: none"> <li>o Number of people and % of population with access to sustainable solid waste collection service</li> <li>o Sustainability implies compliance with national service standards (SPM Permen PU 01/PRT/M/2014). Access to sustainable solid waste collection services is defined as having a collection service of at least twice a week and transport of waste collected to a transfer station or a processing unit.</li> </ul> <p>152. Please provide breakdown of solid waste facilities in each sub-district.</p> <p>153. Please provide more description and analysis about the existing condition at key tourism areas. For example, from the report it can be found that Kecamatan Sekotong has never been served by the government. However, the report fails to provide description about what is the current systems that are taking place in the area. Furthermore, please provide more analysis why solid waste management services in some area is very low or even completely absent. What are the governing factors?</p> <p>154. Apart from final disposal sites, the report does not mention anything about future investment for TPS, TPST, or any facilities.</p> <p>155. Page 448: target is 100% not 70%</p> <p>156. Missing information</p> <ul style="list-style-type: none"> <li>o Assumed waste generation rates, including waste generation of day visitors and overnight visitors</li> <li>o Map showing area coverage of the collection systems</li> <li>o Quality of the current solid waste collection system and the collection system characteristics in the KTAs (area coverage, collection frequency, percentage of population and businesses served by door-to-door collection, resp. indirect collection via TPS, street sweeping practice)</li> <li>o Solid waste collection fees</li> <li>o Current practice and challenges for provision solid waste management to the three Gili's</li> </ul>	<p>151. Done – see Infrastructure comments under Overall Rating above.</p> <p>152. Done.</p> <p>153. See comments at C.2(ii) above.</p> <p>154. Done but see comments at C.2(ii) above.</p> <p>155. See Infrastructure comments under Overall Rating above.</p> <p>156. See comments at C.2(ii) above.</p>	<p>151. Sanitation baseline:</p> <ul style="list-style-type: none"> <li>o Number of people and % of population are already added into the report (for instance, those can be seen on Table 228)</li> <li>o Actually, it is explicitly stated in the Table 229 regarding the number of rotation of waste hauling vehicles. However, more description has already added in the paragraph prior to Table 229.</li> </ul> <p>152. Details solidwaste facilities in each sub-district are available only for Kab. Lombok Barat since the other cities are in limited data. However, details of TPS 3R and waste bank has already listed in each sub-district. They are all accommodated in Appendix.</p> <p>153. Already carried out by adding new sub-section explaining existing condition for specific KTA (for instance, those can be seen in 2.2.4.2.2.5 Waste Management in Key Tourism Areas (KTA))</p> <p>154. Future investment already explained at section 2.2.4.5. It doesn't mention only about final</p>	Infrastructure

Task (adjudged)	Page/para in report	Comments on 12 December documents	Comments on 22 March 2019 documents	Action	Action By
				<p>disposal site but also TPS, TPS 3R and TPST 3R.</p> <p>155. Regulation standard that becomes initial reference in analysing gaps is based on Permen PU No. 1 Tahun 2014 where it is stated that the minimum standard of the availability of waste transporting system and waste reduction are 70% and 20% respectively. However, we are going to revise by referring to RPJMN 2015 – 2019 which targeted 100% solid waste services. This percentage is derived from:</p> <ul style="list-style-type: none"> <li>- 85% eligible access fulfilment (80% coverage of solid waste handling both in urban and rural areas, and 20% coverage of solid waste reduction in urban areas)</li> <li>- 15% basic access fulfilment (100% coverage of storing up and composting in rural areas)</li> </ul> <p>156. Missing information:</p> <ul style="list-style-type: none"> <li>o Assumed waste generation rates are already added on the remarks below the table of waste generation in each DTW. Waste generation of day visitors and overnight visitors will be accommodated in the next stage</li> <li>o Map showing area coverage of the collection system: already added (in section 2.2.4.3.1)</li> <li>o Cannot be accommodated due to limited available data</li> <li>o Solid waste collection fees: accommodated in Appendix</li> <li>o It is already accommodated in section 2.2.4.2.5.2.</li> </ul>	
-	4. Case studies	157.	157. -		
-	4.1 Tourism Development case Study	158. While using the life-cycle model as a basis for evaluation of cases may be valuable, the lessons expressed are fairly vague and point out approaches that are largely general knowledge. A more detailed and practical explanation of best practices in dealing with tourism challenges and opportunities during the	158. See Case study comments under Overall Rating above.	Done	Master Plan

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		various TALC stages and relating these to the situation on Lombok, would be more helpful.			
-	4.2 Disaster Relief Case Study	159. Japan Tsunami 2011 – “The lessons learnt” section is quite insightful; can this be repeated for the other case studies e.g. Thailand Earthquake 2004, Sri Lanka Tsunami, Jogjakarta Earthquake 2006 etc. Extracting the key lessons, which relate clearly to Lombok situation is most important.	159. Consultant to check and update as possible.	Done	Master Plan
-	5. Existing and potential tourism areas	<p>160. P 476 “Key tourism Areas”, these differ for the KTAs as defined in the TOR.</p> <ul style="list-style-type: none"> <li>o If the Consultant intends to propose a potential adjustment of the KTAs then this should be explicitly stated here and assessed as part of Task F (As per TOR, “As part of Task F of the Services, the Consultant will adjust or confirm the priority key tourism areas”). This will have implications for the baseline data to be collected.</li> </ul> <p>161. This entire section is descriptive and should come at the front of the Baseline study to provide tourism context to the entire ITMP preparation.</p> <p>162. This section should explain the current Desa Wisata in Lombok--- and assess their potentials in each KTA. During public consultations, the district governments and other participants acknowledged that Lombok has 40+ or so (in Lombok Timur only) desa wisata and they are growing; according to these participants, they have contributed significantly to local employment, conserve local natural resources, etc. etc; but there are also some issues such as basic services, hospitality, marketing, land management, seawater management, etc.</p> <p>163. The report mentions that in Are Guling, there was planned resort development in one of the hills that is on hold, due to Environmental Impact Assessment (AMDAL) leaving a mark of neglected road on the hills. Please explain what were the main issues and recommendations of the AMDAL?</p>	<p>160. See comments at C.2(ii) above.</p> <p>161. Done – section removed.</p> <p>162. Matter for Task E.</p> <p>163. Appears to have been removed from the document – check.</p>	Done	Master Plan
-	6. Summary of Situational Analysis and Identification of Opportunities	164. Section 6.2 focuses on the physical/spatial characteristics as dealt with in this volume and as with the other volumes, it is not easy to see where it all fits into an overall/overarching tourism competitiveness/planning model.	164. See General comments under Overall Rating above.	Noted	Master Plan
-	6.1. ITMP Recommendation	165.	165. -		
-	6.1.1. Tourism Opportunity	166. If indeed a tourism opportunity, in this section, please provide map and description on “desa wisata” in Lombok and each KTA, characteristics, potential and constraints.	166. Done – text removed: matter for Task E.		
-	6.2. Opportunity and Constraint	<p>167. In this section, please include the presence of Masyarakat Adat as explained in Section 2.4 in each KTA. This section should accommodate inputs provided in the previous sections, including “desa wisata”.</p> <p>168. Regarding the landownership issue, you may also include historical conflicts that had occurred in the past, that has created</p>	<p>167. See Opportunity and constraint comments under Overall Rating above.</p> <p>168. See Opportunity and constraint comments under Overall Rating above.</p> <p>169. Matter for Task E.</p>	Done	Master Plan

Task (adjudged)	Page/para in report	Comments on 12 December documents	Comments on 22 March 2019 documents	Action	Action By
		<p>distrusts and felt marginalized by the tourist-related development as potential constraints.</p> <p>169. Please consider also the indicators related to "desa wisata" in the Key Tourism Areas Multi-Criteria Decision Making.</p> <p>170. (p. 514) is another place where "protected forest" should be "protection forest".</p>	<p>170. Not checked for this: see comment (i) under General Comments at pg 2.</p>		
-	6.3.2 (p. 527).	<p>171. What do the percentages mean at the bottom of the table? How are they calculated?</p> <p>172. There is no assessment and discussion on the environmental management institutions with regard to the process of review and issuance of environmental permits, as well as its capacities in this aspect and monitoring of those permits aspect.</p>	<p>171. Not checked for this: see comment (i) under General Comments at pg 2.</p> <p>172.</p>	<p>171. This section is already moved to the Volume 4 and fixed without the percentage</p>	<p>Master Plan</p>