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Social Context Mobile on Public Transportation Information in The Cashless Environment: The Case Of Indonesia

Deni **Danial Kesa[1],**

[1]Finance and Banking Laboratory, Vocational Education Program,

Universitas Indonesia

ABSTRACT: The research aims: This study aims to explore how people of Jakarta-Indonesia demand for public transportation with a cashless society.

Methodology: Based on qualitative methodology, 151 respondent data collected were analysed descriptively.

Research findings: Findings from the study provides empirical support that facility, information, various kinds of public transportation, urban and spatial planning, price, Safety Procedure are the key antecedents to the role of government and people's trust to implement the cashless system on public transportation.

Theoretical implications: This paper presents recent research on public awareness of public transportation associated with socioeconomic vulnerability and capacity while there are substantial evidence and causal links between policy implementation of the equitable development of public transportation and growth in the deployment process, the adoption of the sophisticated policy by implementing public transportation in priority. Urban problems and lack of financial literacy especially on cashless payment in technology with digital platforms. In this respect, the study fills the research voids by raises some essential results concerning how people of Jakarta-Indonesia demand for public transportation in proper information including information computer and technology (ICT).

Practical implications: The article provides a digital framework to support government policy, about the development of public transportation in Indonesia.

Keywords: Regional Development Planning and Policy, Cashless Society, ICT

JEL: R5, R58

Introduction

1.1 Background

Megacity has been growing faster recently, the contemporary world has been dramatically built and transferring to a new gigantic system of urban development (Yeung, 2009 p.1). In this new world of today, socioeconomic issues and urban planning have been redefined in terms of global understandings and explanations. Perspective and analysis are being developed into a typical example of the simple modern major country, this implies the massive involvement of Indonesia in international trade, investment, and production. It is obvious that Indonesia's the political and economic structure has been affected by the global economy. Facing urban social disparities with economy, Indonesia's urban system produces more crucial processes that grow to a massive urban economic pattern. The argument here is that Indonesia's population is mostly made up by rural-urban migrants who live in the vast low income neighborhood (Abeyaskere, 1989).

The modern city of *Jakarta* was initiated by former Indonesian founding fathers who have a strong vision to build *Jakarta* in the greatest city (Cybriwsky and Ford, 2001). The urban economic development with Social Context Mobile scope is mostly absorbed into the informal sectors of the economy and the marginal part of the formal sector. They are geographically mobile within the city following their initial rural to urban areas with commuting. Urban economic development in Indonesia can be seen as an economic process functioning as a major force behind the social changes taking place in Indonesia.

In this context, we identify that Indonesia's commuters, are the major actors and reactors in the city's transformation. The urban problem's are made up by as an attempt to solve the problems related to public transportation to facilitate the commuters. Sample survey was carried out in *Jakarta* Indonesia, comprising 151 respondents. The paper is divided into four main parts: the first defining *Jakarta* spatially demographic, geographical, and economic structure related to Social Context Mobile scope , The second describing the impact and implications of public transportation. The third, Integrating public transportation in *Jakarta* and the fourth describing the role of government to realize the dream of *Jakarta* as a mega city.

2. Methodology

The fact that our research questions are formulated in a way that further research can be conducted also indicates an exploratory approach in our study, since the purpose of our study is to provide a better understanding of the topic in order to get insight about it. In general, this paper is primarily descriptive involving an analysis of data obtained from 151 individual interviewees in *Jabodetabek* (The Greater *Jakarta*) Indonesia. The participants.the respondents all spoke the Indonesian language, aged from 20 to 40, and all commuted.

Study participants were asked a variety of questions related to commuting purposes, such as what kind of transportation they preferred, and their expectation of good public transportation. The interviews consisted of structured questions as well as ad hoc follow up questions. To encourage the interviewees to freely express themselves (Neuman, 1997), interviews were conducted in the Indonesian language.

3. Findings

3.1. Social Context Mobile scope [1] Situation

Based on the results of our study, it can be shown that many lower-class Indonesians have carried out several moves within the city. 74 percent of the respondents have changed jobs more than once. In contrast, respondents who have carried out an urban economic development only once are comparatively few; this category is represented by 26 percent of the total respondents.

Table 1.Population of *Jakarta* in 2017

Name of regency/municipality	Male	Female	Total
Seribu Island	10,711	10,371	21,082
South *Jakarta*	1,043,675	1,018,557	2,062,232
East *Jakarta*	1,372,300	1,321,596	2,693,896
Central *Jakarta*	453,591	445,924	899,515
West *Jakarta*	1,164,446	1,117,499	2,281,945
North *Jakarta*	824,480	821,179	1,645,659
DKI *Jakarta* Province	**4,869,203**	**4,735,126**	**9,604,329**

Note: Source from DKI *Jakarta* Province Central Bureau of Statistic on national survey 2017

[1] Social context mobile *is the principle of organization of a region around several political, social or financial centres. A county is said to be polycentric if its population is distributed almost evenly among several centres in different parts of the county. The theory of polycentrism was coined by* Palmiro Togliatti. (Agarossi and Zaslavsky,2011)

Based on this data, we conclude that the majority of respondents were geographically mobile, with a total of 9,604,329 people based on 2018 national survey data. This is understandable in relation to *Jakarta* urban reality, which is characterized by the presence of dramatic numbers of recent commuters in the urban labor force, peoples moved into the city as labor migrants attracted by the economic growth of Jakarta and comparing a large number of commuters in *Jakarta* in 2011 was approximately 5.6 million people every day (BPS, 2012).

Table.2.Greater *Jakarta* population

Administrative division (With province)	**Area (km²)**	**Population**	**Population density (/km²)**
DKI *Jakarta*	664	10,187,498	15,343
Bogor Municipality (West Java)	109	952,406	8,737
Bekasi Municipality (West Java)	210	2,378,211	9,905
Tangerang Municipality (Banten)	164	1,797,715	9,342
South Tangerang Municipality (Banten)	151	1,303,569	8,646
Bogor Regency (West Java)	2,664	4,779,578	1,791
Tangerang Regency (Banten)	960	2,838,621	2,958
Bekasi Regency (West Java)	1,270	2,629,551	2,071
Depok Municipality (West Java)	200	1,751,696	7,053
***Jabodetabek* Region**	**6,392**	**28,618,845**	**4,477**

Note: Source from DKI Jakarta Province Central Bureau of Statistic on national survey 2018

DKI *Jakarta* province central bureau states on national survey 2018, that a city with the commuting process will experience significant population growth from *Jakarta* buffer areas, namely *Bogor, Depok, Tangerang*, and *Bekasi* (*Bodetabek*). Based on population statistics, the addition of *Bodetabek* buffer zone residents was about 1.5 million people or increased more than five times (350 percent) the addition of *Jakarta* residents since 2017-2018.

This concept has been used to identify the migrant urban labor force, which is integrated into the urban economy through their carrying out of informal economic activities. The commuters of *Jakarta* are highly mobile, with regard to places of work and residence, and also concerning their different kinds of occupations in large scale of the population. The increase of the industrial sectors, which is one of driving factors in economic growth, is a pull factor for migrants hoping for a better job opportunity.

3.2 Social Context Mobile scope and direction of urban economic development

DKI (*Daerah Khusus Ibukota*) *Jakarta*, or *Jakarta* city, is the capital city of Indonesia. *Jakarta* consists of five municipalities and one regency. Lies in the lowland on the north coast of the western part of Java Island. The city occupies an area of 640 km2, or 0.03 percent of the national land area. *Jakarta* has a flat terrain, and the land gradually rises from 5 to 50 m above mean sea level.

Social Context Mobile scope and direction of urban economic development is seen in three indicators. The first is the geographical distance between the peoples origins and place where they are working. The second is the comparative geographical distance from *the Monas square* to the old and new residential localities. This is based on the argument that almost every commuter knows the square. For many people, the square is considered as the center point of the city because the national unity monument (150 meters high) is located there. Around the monument are located the presidential palace, central railway station, offices of ministries, the central Indonesia mosque, and shopping centers. The third is the comparative social and physical conditions of the modern and old communities based on subjective measurements as well as evaluations by individual actors. This finding leads us to the conclusion that, for many people, short distance residential movement can be considered as a commuter (the local term for temporary migration to urban area). Although they move an insignificant degree in distance, socially they enter a new local environment. In many cases, adjacent communities separated by busy streets, a large-river or railway-tracks can be considered as different localities.

3.3 Cashless society in Public transportation in Jakarta

Situation of public transportation in *Jakarta* is related to significant economic and cultural differences generated by their daily life in certain urban spatial niches or localities. Similarly, working and living conditions are different in so far as they relate to the established patterns of daily life in certain areas. For instance, they use transportation and face conditions in the high congestion of traffic jam. The people have specific socioeconomic ties with their working places, family, friends. The traffic congestion in *Jakarta* is associated with a high growth rate of vehicle ownership, nine to eleven percent per year.

This situation is not supported by the growth of road development which shows only less than one percent per year. The development of new roads will never meet the high growth rate of vehicle ownership. A new highway or a widened road only alleviates traffic congestion for a short period of time. After a few years, any new highway will be filled with traffic that would have not existed if the highway had not been built. Similarly, any widened road fills with more traffic in just a few months. Such a phenomenon is called cashless system on social mobile context impede economic growth. Because of this impede economic growth, neither building new roads nor widening roads are viable long term solutions to traffic congestion, and new pattern of the urban economy.

Jakarta residents have to implement as many ways as possible to alleviate traffic congestion including mass rapid transportation strategy and building economic cashless system . Mass rapid transportation as the commuting public vehicle system is another way to reduce a polycentric analytical framework removes government as a locus of ultimate knowledge and final authority (Wagner, 2005) by using technologies.

Table 3.Day trip to *Jakarta* based on origin using Cashless Card

Region	**2017**	**2018**
Tangerang	847,750	1,578,663
Bekasi	545,310	1,193,099
Bogor and *Depok*	620,702	1,191,295
DKI *Jakarta*	5,302,194	8,384,949
Total	**7,215,956**	**12,348,000**

Note : Source from traffic management control, Jakarta metro police department, 2018

Development of an area, accompanied by the ongoing social and economic level of the area, directly will lead to very high mobility for meeting the increasing complexity of their needs. Development of an area will be largely determined by the availability of existing transportation, because transport plays a role in support of mobility activities of the communities in the area. The condition requires the availability of better facilities, particularly with regard to transport payment system, to support the growth in demand.

Efforts to realize the payment system to support increased traffic movements as a result of the growth of an area should be coupled with careful planning. Which great considerations of the geographical conditions and local topography, traffic conditions, the availability of cost, and resource potential of existing areas, urban economic information on social mobile context will be built to maximize technology and develope transportation system properly.

4. Discussion

4.1. Cashless society and Growth

State of the world's cities 2012-2013 mention that the capital of the Indonesia, *Jakarta* is one of the cities with the second category of solid prosperity factors. With approximately 10 million inhabitants (UN-Habitat report, 2012). Furthermore, over 28 million people, or ten percent of the population of Indonesia, currently live in the wider metropolitan region of the greater *Jakarta*, frequently referred to as *Jabodetabek,* which is composed of 6 independent municipalities; *Jakarta*, Bogor, *Tangerang, Bekasi, Depok* and *South Tangerang* (Turner, 2012). This means, that as the patron city; *Jakarta* will contend a lot of potential and management challenges.

Social Context Mobile scope has developed in a long transformation process, which was marked by the integration of some satellite cities. Nowadays, as the result of that historical process and the massive expansion of the growth economy, up to this point, this research analyzes the regional division of labor in the commuter context. Urban planning treats *Jakarta*'s urban system as being divided into three areas according to a spatial division of information on social mobile context core areas, the semi periphery, and the periphery.

In this connection, the main urban center (central area) is seen as the core, the secondary urban centers are considered as semi-periphery regions, and the tertiary urban center as well as the rural areas is seen as peripheral regions. The central area of *Jakarta* became the centers of development and place of capital circulation. The core of *Jakarta*, as the center of urban economic development, is made up by very modern structures. These areas are surrounded by the vast area of low and middle class neighborhoods.

Table 4.Authors' data related to the Cashless type used by commuter

Type of transportation	Frequency	Percentage
Tap Card	82	46%
e-Wallet	60	37%
Both on occasion	9	17%
Total	**151**	**100**

The discussion of the geographical distance and the types of transportation can influence people using Tap card or cashless system. Using public transportation as the orientation point suggests the question of what is the general direction of the urban economic development . Some respondents said in table 4, It is more convenient if they are using Tap Card (46 percent) rather than using e-wallet to go to their workplace (37 percent). These data demonstrate the fact that in most cases of urban economic development using public transportation, transportation variety is the directional pattern characterized by commuters cashless already.

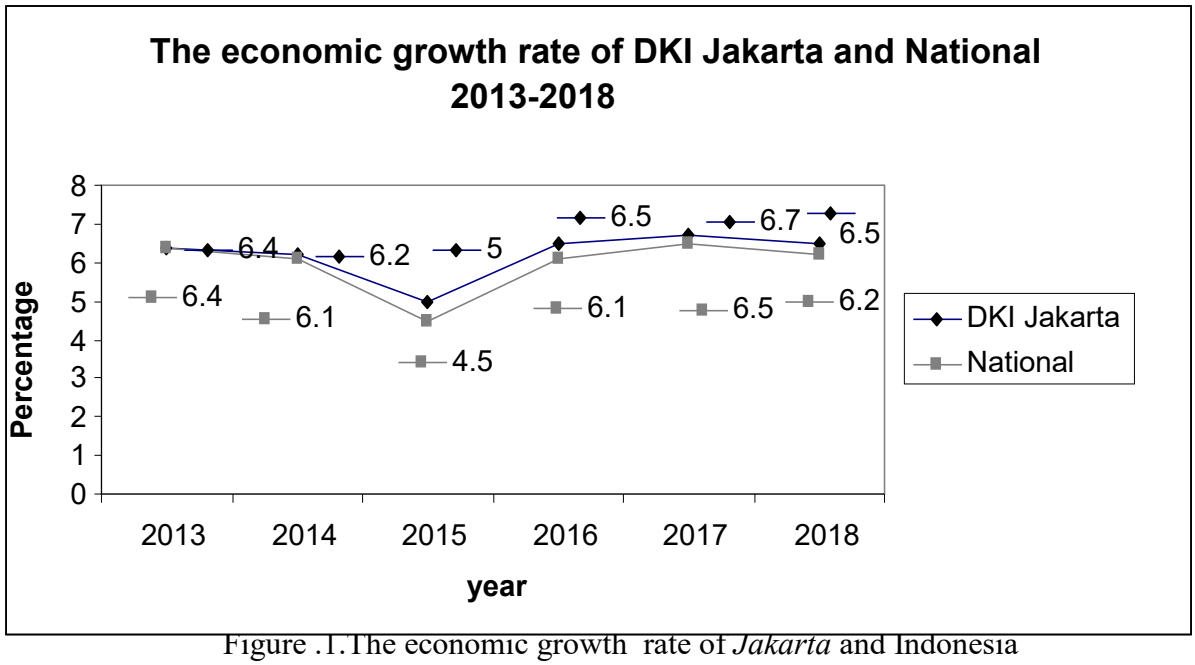

Figure .1.The economic growth rate of *Jakarta* and Indonesia

Note: Source from DKI *Jakarta* Province Central Bureau of Statistic in (BPS) year 2018, compared with the national economic growth rate from 2013 until 2018.

Jakarta development represents both a socially traditional and physically deteriorated feature of the city's urban sprawl and historically it does not seem to be disappearing as part of the modernization process. These areas have become slums behind the skyscrapers of *Jakarta* which are one of the clearest symbols of Indonesia's involvement in the scaffolding of the world economy. The economic growth of *Jakarta* is presented in Figure 1. In 2013 the growth was 6.23 percent slower than that in 2015, when the government raised fuel price and electricity in 2015. The impact remained in 2018, with the economic growth only 5.02 percent. It was the lowest in the last five years. Middle class workers made up a major segment of the urban commuter labor force to handle the crisis. They integrated themselves into the larger communities and maintain socioeconomic relations.

Investment and economic development in greater *Jakarta* areas characterized with local economic potential has not been well developed. Lack of support for the investment climate in favor of satellite cities, was caused by low capacity of municipal government officials in the development and management of the urban economy (Kesa,2017). Data on GDP (gross domestic product) at current prices in 2013-2018 shows that most of the GDP (Gross domestic regional product) growth was still present in cities of metropolitan.

Jakarta's GDRP contributed 6.53 percent to Indonesia's GDP in 2013. It was a decrease of 0.03 percent from 2014 and 0.20 percent from 2015. *Jakarta*'s contribution to Indonesia's economy was primarily caused by the dominance of *Jakarta* in the financial and business sector as the capital of Indonesia. Indonesia's GDP of the financial and business sector in 2016 was 261,8 trillion rupiahs and *Jakarta*'s GDRP became one of the largest contributors as 6.53 percent of the total Indonesian GDP. Transportation and communication ranked first from overall, reaching 11,79 percent. Services came as second sector with 7,58 percent; trade, hotel and restaurant next with 7,21 percent; and construction 6.85 percent.

Most rural characteristics, such as agriculture and mining sectors of *Jakarta,* only contributed as low as 0.83 percent to Indonesia's economy in 2012. These figures indicate that *Jakarta* strongly dominated urban sectors in Indonesia's economy. It is also important to note that there were finance and services of *Jakarta*'s economy that increased their contributions to Indonesia's economy during period 2013-2018 period. Manufacturing and construction of *Jakarta* decreased their contributions to Indonesian GDP. These situations show that *Jakarta* began changing from an industrial city to service mega city. A number of manufacturing plants in *Jakarta* had been relocated, but most of them were just relocated to such peripheral areas as *Bogor, Depok, Tangerang*, and *Bekasi*.

The rapid growth was due to the increased revenue of the country as a result of the successful implementation of development programs in various fields, particularly the manufacturing sector in the form of large-scale manufacturing and export-oriented, the tourism industry and export crops. Growth in the services sector, trade and non-manufacturing industries has also increased

dramatically following the growth of the industrial base. Migration to large cities and production centers meet the demand for labor supply was unavoidable.

This urban economic development provided a logical consequence of the increasing demand for the development of physical cashless system on social mobile context, facilities which in turn led to increased demand for a new model of an integrated public transportation system. We argue, developing integrated public transportation connecting to payment system is significant as part of the ideology, It is inevitable that the development will be carried out, in addition to spur further growth in the country's economy and increase the employment. It has also put pressure significantly on transportation cashless system on social mobile context and facilities which in most cases, have not yet been designed properly. Urban and spatial planning will serve and accommodate the burdens of the additional traffic generated by the presence of previous implication concept. Although these issues are growing in most urban center in the region, of course, the problem is also being felt in the national payment gateway.

4.2 Cashless Card Purposes

The fact shows that the people in Jakarta have literally used cashless payment. Table 5 shows around 20,6 million trips per-day , the highest frequency is for the trips to workplaces. It is also understandable in relation to our previous analysis of geographical distances of Social Context Mobile scope, because nowadays

Table 5

Cashless Card Usabillity

Destination	**Frequency**
Business	1,672,600
Private	3,657,138
Workplace	6,633,581
Shopping	2,381,637
School	6,271,556
Total	**20,616,512**

Note : Source from DKI *Jakarta* Province Central Bureau of Statistic, 2018

The majority of commuters continued to use public transportation system to build a center of business around the core and the important central places of greater *Jakarta*. It is clear that they tended to move to new areas close to the facility of the mega city. This is closely connected to their needs as commuters to get involved in urban economic activities. Thus, the patterns of their moves relative to a certain point in the central area of the city revealed a common tendency. They had daily activities from one place to another in the center related to their job.

A commuter who dwelled in the various satellite cities of *Jakarta* tended to use public transportation in a circular pattern related to the facilities and conveniences. This supports the argument that, seeing *Jakarta* as the central part of the humane mega city is strikingly important. This area is the core of the urban reality of Indonesia, whereas the other areas support the systems with peripheral zone functions.

The other aspect of the direction of urban economic development in Indonesia can be drawn from subjective comparisons of the economic and physical conditions of public transportation. The majority of respondents (51 percent) stated that they were satisfied with the physical environmental conditions (e.g. Quality, safety , affordability). It was also found that 35 percent of the respondents were in between satisfied and not satisfied which means moderation. Whereas, the percentage who said they were not satisfied using public transportation was 14% respectively.

Table 6

The satisfaction level using Cash less Services

Satisfaction level	**Frequency**	**Percentage**
Satisfied	82	51%
Not satisfied	8	14%
Moderate	61	35%
Total	**151**	**100**

Source:Authors data collection

The data presented can be compared with the respondents' subjective evaluation of preference choosing public transportation. According to the data collected (Table 8), it can be clearly observed that only a small number of respondents (seven percent) said that they would using minibus as one alternative vehicles to go to the workplace

The data show that 44 percent of the respondents would choose a bus as vehicle choice. However, the majority of respondents (49 percent) preferred to use trains as their transportation. The preferences of using public transportation means will ensure social economic sustainability (Turner,2012).

Table 7.Public transportation preference

Public Transportation Type	**Frequency**	**Percentage**
Train	101	70%
Bus	39	25%
Mini bus (Angkot)	11	5%
Total	**151**	**100**

Source: Author data collection

Based on these data (Table 7), we conclude that respondents were generally willing to use good public transportation. This reflects the subjective evaluation of respondents of actual conditions in their common experience. This paper observed the benevolent results of the urban transformation process influenced by Social Context Mobile scope which is characterized by the emergence of many economic opportunities leading to socioeconomic mobility for creating business centers.

4.3 Integrated Public Transportation and Cashless Services

Discussing the various public transportation , we can refer to the urban economic development of workers around the greater *Jakarta*. In recent years, Government as the main stakeholders take on the role try to imply regulate to reduce congestion with macro transportation pattern, which is more integrated and efficient. Three macro transportation patterns including cashless system development, create more mass rapid transportation systems equipped with regulation. To enhance the implementation of various policies, the government should pay attention to the needs of the users of public transportation and applied new emerging cashless technology on payment.

Table 8.Respondents' expectation of public transportation in relation to Social Context Mobile scope

Expectation	**Frequency**
Various Public Services	25
Security	15
Simplicity	35
Lower Price	28
Trend	46
Total	**151**

According to the data presented in Table 8, we found that the majority of the respondents have been commuting mainly in connection to seeking a better public transportation with good facilities (27,4 percent respectively). The respondents in this category did consider better public transportations in terms of their physical and environmental conditions as well as a business location. They expected to be in a convenient station while they were waiting to commute. Many respondents who used public transport, also expected free from flooding facility. (22,4 percent).

The percentage of respondents who had based their transportation needs for public transportation in their life cycle and daily work place, comparatively needed various kinds of public transportations (19,6 percent respectively). Expected by the users who were most of the workers, there should be a good spatial arrangement that can organize the city and transportation services that can support economic growth and is more equitable (13,6 percent respectively). 8,8 percent of the respondents expected low ticket price for the public transportation. Finally , 8,2 percent of the respondents regarded security as important in public transportation.

As a common feature of the old established mega city in the central part of *Jakarta*, the physical environments of cashless system s is characterized by severely deteriorated condition and improvements are required. According to the master plan of the *Jakarta* province the following action can be done for improvements..

Table 9. *Jakarta* macro transportation strategy

Planning Item
Mass Rapid Transit (MRT) Network;
Networking light rail transit (LRT);
Loop line and feeder network in the city;
Network rail commuter *Jabodetabek*;
Railway network traffic towards airport;
Railway network supporting the port;
Improvement of level crossings between railway and Busway corridor;
Handling of illegal settlements on railway lines;
Development of the existing railway line into multi track.
Cashless payment system

After a certain period of time, the government has become more open to new ideas of integrating public transportation. *Jakarta* , already has already pioneered urban transportation system and developed a wider system of social relations besides the existing transportation through the provision of busway or bus rapid transit (BRT) or a mass transit system (MRT). Construction of the busway is one of the strategies of the macro transportation pattern to improve services and provision of transport services that are safe, integrated, orderly, smooth, comfortable, economical, effective, efficient and affordable by the community. Busway is in the facilitation of special bus lanes and cashless system . Until 2010 the hall had been constructed with the number ten corridors, and 545 bus fleet reached and 215 stops (*Jakarta* central statistic board, 2012).

The fact that commuter trains, were insufficient for migrant workers or commuters and *Jakarta* citizen, can lead to their demands to start an autonomous preference using more bus-way and commuter line train, water-way, monorail, MRT and Sub-way. Land transport modes that can also be relied upon in *Jakarta* is the train, it is seen that the number of passengers has generally increased each year. However in 2011 the number decreased because at that time the Indonesian train company (PT.KAI) increased the ticket price and made some improvement: The

transportation system has been released in several routes. There is now a *Jabodetabek train* commuter route serving the areas of *Jakarta*, *Bogor, Depok, Tangerang*, and *Bekasi.* There are two classes that serve this pathway are economy class and business class commuter line. The *Jabodetabek* commuter line passes several major stations such as *Jakarta Kota, Gambir, Gondangdia, Jatinegara, Tanah Abang, Pasar Senen*, and *Manggarai*. In addition, there is also a train *Jabodetabek* train with a destination outside the city, which departs from *Gambir* Station or *Pasar Senen* station. Furthermore, the development of modern rail-based mass transit transport systems and networks can be part of integrated public transportation.

To explain the data that many respondents will use alternative public transportations, we can refer to the dramatic process of urban transformation going on in *Jakarta* during the recent years. The influx of capital from multi policies into implication of restructuring and development during the transition between Fauzi Bowo's era to Anies Baswedan's, has been accompanied by the remarkable increase in demand from the business sectors, as well as from the state, for urban land. It was also a crucial to appropriately use the lands in the central zone of *Jakarta*; to construct office complexes, to build cashless system , to plan electronic cashless system, to regulate parking outdoor and vehicle use limitation, to provide park and ride areas, to develop integrated zone commercial for business and housing focusing on transit section..Therefore, the acceleration of cashless system development plays an important role in improving the competitiveness of the domestic economy, especially with the national economy. The fourth factor is a series of system elements that have an integrated policy in order to increase the competitiveness of the domestic economy based on public transportation and Social Context Mobile scope .

4.5 Government roles to Cashless and Social mobile context

The state wanted to develop and modernize *Jakarta.* These efforts were intended to make the city the locus of the modernization process for Indonesia as a whole as well as to design *Jakarta* to be the main window for Indonesian international trade and economic processes. It is obvious that the private sector often functions as the 'counterpart' of the state in building the economic structure. In this case, both the state and private business need urban zones for business near integrated transportation system to realize their programs of urban development for business. Both the state and private sectors must first carry out initial scheme and land appropriations and acquisitions in the proposed development project locations. This process is commonly associated with the eviction of the commuters. The concept of making new *Jakarta* in Joko Widodo and Basuki Tjahya Purnama-era, is not totally new, eveloping by new Governor Anies Baswedan, Nevertheless, the most interesting to be analyzed, is that more people of *Jakarta* believe in their ability to cover every problem in Greater *Jakarta*.

Cashless system is the wheel of economic growth. Sector activities and transportation system are the backbone of the distribution patterns of both goods and passengers. Other infrastructures such as electricity, national payment gateway and urban spatial planning related to the modernization efforts of the nation and its provision is one of the most important aspects to improve the productivity of the production sector. Availability of housing and settlement, water and sanitation, and the management of sustainable technology resources determine the level of social welfare.

Table 10.Citizen of *Jakarta* opinion to government's ability

No	Government's ability	Yes (Percentage)	No (Percentage)	Undecided (Percentage)	Number of Respondents
1	The government will provide good transportation system	80 (63%)	50 (22%)	21 (15%)	151
2	The government will muddle through Modernization infrastructure	70 (47,3%)	72 (49,2%)	9 (3,5%)	151
3	The government will create Mobile Information	90 (66,2%)	40 (25,2%)	21 (8,6%)	151
4	The government will overcome Campaign for Cashless	130 (94,6%)	12 (3,2%)	9 (2,2%)	151

Although the process may invite public resistance, consistency from the stakeholders, can support its implementation. For instance, lower income groups of Indonesians in greater *Jakarta* are forced to pay part of the cost of the development with their loss of local networks of social relations, economic life and daily routines. In other words, the building of an integrated transportation system would disrupt of greater *Jakarta* social life and survival patterns associated with the public transportation management. An integrated public transportation system creates a new concept of

economic development distribution. In this context, it is seen as a localized manifestation of the dramatic urbanization process in *Jakarta*. However, regulation from the government to commuter or *Jakarta* citizen also reflects local political processes based on Indonesia's urban communities. Although we see a certain degree of relevance of the definition of urbanization as the economic urban pattern of spatial forms, we must also consider the specific patterns of local spatial forms. Economic processes through transportation in *Jakarta,* like the urban popular development in response to commuter and citizen *Jakarta* behavior, seem to be based mainly on the poor classes' economic conditions and on the individualistic survival situation, in which government should give them transportation subvention. In this sense, we see that every public transportation users resist and carry out collective actions which are mainly based on hopes of gaining more compensation with services, rather than organizing to achieve institutional changes and goals which would guarantee and provide them with long term socioeconomic access and gathered benefit as communities. Theories of planning are said occasionally to be irrelevant to planning the implementation. Furthermore, diversity of practices in planning and different types of stakeholders in different contexts complicates the relevance of theories of planning as common practice.

According to the data collection, almost all respondents regard the people of *Jakarta* need leaders profile (96,8 percent) who can provide space for businesses in all segments of society, and bring the city to compete in the global economy to exploit the potential of the local social economy, culture and creativity. Making plans is quite simple for anybody, but implementing and maintaining consistency to make changes for the better in *Jakarta* is those that not everyone can do. They require a lot of smart and humane cooperations from all stakeholders. With new government leading the efforts to implement and execute the plans and support solution for new *Jakarta*, all the people of *Jakarta* and all parties can support a variety of solutions, to realize the dream of the *Jakarta* mega city. In relation to security problems in the development of the public transportation system, 94,4 percent respondents believed the government could handle this matter. 66,2 percent of the respondents believed that government could provide jobs and cover social problems. Improving the quality of the physical environment, social, cultural and realignment of services public facilities, was also believed to be able to be done by government (63 percent). However , only 47,3 percent of the respondents believed that the government could anticipate the flooding problems.

5. Conclusion

This paper research findings challenge the adequacy of the common view that ignores a significant contribution of the integrated public transportation to urban economic structural transformation in terms of Social Context Mobile scope . In this context, we would argue that people in *Jakarta* and greater *Jakarta* share similar value and contributions in turning the city into a mega city as a result

of their high level of mobility within the city bottlenecks. To reduce the problems within Social Context Mobile scope , first rapid urbanization in *Jakarta* must be slowed down. One possible way to reduce urbanization in *Jakarta* is to redistribute the central functions in *Jakarta* to other areas, and to strengthen other urban agglomerations around greater *Jakarta* or even in Indonesia to pull urban growth away from the capital. Congestion problem in the capital is a major issue that must be resolved by the *Jakarta* provincial government together with the central government of Indonesia. Two of the important agendas as an effort to overcome the congestion, is to suppress and control the number of private vehicles and to create an integrated public transportation. The second, integrated public transportation for commuters must be built.

The adequate urban economic development will be created and run well when there is revamping of urban and spatial planning related to public transportation options. Integrated solution based on user expectation, such as various public transportations, with good and free disaster facilities should be a consideration in building public transport embedded with national payment gateway and support cashless system. As a consequence, commuters would have to develop new social relations, networks, and integrate themselves into the new behaviours. This process is partly associated with the developmental plan of *Jakarta* and greater *Jakarta* socioeconomic strategies.

In case of Jakarta, Social Context Mobile scope still exists. Government still has a role and final authority, to formed community which has of consciousness. The government of Jakarta should pay attention to the citizen's expectation of an ideal urban and spatial planning in relation to public transportations, to win the citizen's trust. This way, they can work hand in hand to realize their dream, a reliable form of integrated public transportation for economic development.

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