

RURAL-URBAN MIGRATION FACTORS AND EFFECTS: A COMPARISON STUDY BETWEEN JAKARTA, INDONESIA, AND KLANG VALLEY, MALAYSIA METROPOLITAN

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ARTICLE INFO	ABSTRACT
<p><u>Article history:</u> Received 22 Oct 2024 Revised 29 Oct 2024 Accepted 17 Dec 2024</p> <hr/> <p><u>Keywords:</u> Factors, Effects, Rural- Urban Migration, Klang Valley, Jakarta Metropolitan Area</p>	<p>Cities in Southeast Asia continue to be destinations for population migration in recent years. Large migration destinations include the Klang Valley, Malaysia, and the Jakarta Metropolitan area, Indonesia. Here, we present an analysis of the factors and impacts of rural-urban migration in Klang Valley, Malaysia and Jakarta, Indonesia. The study was conducted using secondary data obtained from desk research and documents. The analysis was conducted descriptively by paying attention to the themes of geography, namely location, place, human and environmental interaction, movement, and region. This research is a qualitative research that implements phenomenology in geography. The results show that rural-urban migration is influenced by several factors, namely economic, social, and government policies related to the metropolitan area development plan. In summary, this study provides alternative information about the causes and impacts of rural-urban migration in metropolitan cities in Southeast Asia.</p>

A. INTRODUCTION

The type of population mobility that involves shifts in space and time is called migration. This population movement or migration influences changes in population and affects the economy and society in an area, which is counted as migration if it crosses borders between regions, states, countries, continents and so on. Migration also refers to migrants who move for more than six months before returning to their place of origin. According to Anggoro

(2019), migration is caused by push factors from the city of origin and pull factors from the destination city, as well as the rationality of individual workers.

Migration has four main alliances: rural to urban, urban to rural, rural to rural and urban to urban. People migrate because they wish to raise their level of living by working in the city due to the high profits; in addition, there are more amenities available in the city than in the countryside. The process of migration from villages to cities is more commonly



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known as urbanisation, urbanisation has become a global problem due to the high rate of population movement from villages to cities. In Malaysia, the urban population is 79%, while in Indonesia it is 59%, both higher than the global average.

According to the Sustainable Development Goals United Nations (2024), urbanisation is an unstoppable phenomenon. The movement of people from rural to urban areas not only causes urban population density to increase, but also the morphological development of cities that expand into surrounding areas. This is a concern and drives the 11th agenda of the Sustainable Development Goals. By 2024, data from 1,217 cities in 185 countries show that cities grew faster than their density between 2000 and 2020, cities expanded up to 3.7 times faster than their density, globally, urban expansion averaged 5.6% per year and the density was only 1.5%, the rate of urban expansion exceeding the density level will drive the displacement of ecologically valuable land.

In Malaysia and Indonesia there are cases of high rural-to-urban migration, namely in Klang Valley, Malaysia, and Jakarta, Indonesia. This high rate of migration is an interesting socio-cultural issue to study, previous studies have discussed the factors and impacts of rural-urban migration in this region. However, the problem is that

there are not many studies that comprehensively discuss the factors and impacts of rural-urban migration in the two regions, especially with a comparative approach. In this paper, we present a study on the factors and impacts of rural-urban migration in Klang Valley, Malaysia, and Jakarta agglomeration, Indonesia. In addition, this study provides alternative information on rural urban migration of rural-urban migration in both countries.

B. METHOD

1. Data Collection and Analysis

This research is geographic research which is characterized by the application of geographic approaches and themes in analyzing problems. The geographic approach used is a spatial approach, while geographic themes include location, place, human-environment interaction, movement and territory.

This research uses a qualitative approach where problems are analyzed and reported descriptively. The comparison process was also carried out descriptively with a research design that did not explore and analyze numbers using statistics. This research uses secondary data collected through literature and document studies. The literature criteria used are research results published in journals. Meanwhile, documents are data published by certain

institutions that are relevant to this research.

The data that has been obtained is then analysed descriptively by referring to the phenomenological method in geography. Phenomenological method in humanistic geography focuses on an in-depth understanding of human geographical experiences. This method collectively aims to provide a richer and deeper understanding of human geographical experiences, uncover the underlying structures of meaning, and offer an alternative to positivistic approaches in geography. As such, phenomenology in humanistic geography opens up new dimensions in our understanding of space, place, and the human environment. Phenomenological methods in geography focus on real-life experiences, seeking to describe phenomena without assumptions or pre-existing theories. Through these approaches, phenomenological geography seeks to deeply understand how people experience, make meaning of, and interact with the spaces and places around them. In the context of geography, this means that human experience is no longer the centre of analysis, but is extended to non-human aspects such as objects, technology and natural elements. The methods used involve the utilisation of technology such as video ethnography.

2. The Study Area

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This study was conducted in two locations namely Klang Valley, Malaysia, and in Jakarta Indonesia (Figure 1 below). Klang valley is Malaysia's main growth engine that combines the concept of a modern city with a rich cultural heritage. It is located in the state of Selangor. Klang Valley is a vast and dynamic metropolitan area in Malaysia. Stretching around the Klang River, it covers approximately 2,800 square kilometres. The Klang River is the lifeblood of the region, flowing 120 kilometres from its source at Bukit Klang in Gombak, through the heart of Kuala Lumpur, before emptying into the Straits of Malacca. Klang Valley is a metropolitan area that includes Kuala Lumpur, Petaling Jaya, Shah Alam, Klang and Subang Jaya. Kuala Lumpur is the capital of Malaysia and the centre of government and economy. Petaling Jaya is a satellite city that serves as a commercial and residential centre. Shah Alam is the capital of the state of Selangor, known for its culture and industry. While Subang Jaya is a modern city known for its educational and residential institutions. Klang Valley symbolises the progress and prosperity of Malaysia. The total population of all cities in Klang Valley is 2.7 million people.

Klang is one of the largest districts in the state of Selangor. Selangor's largest city, Klang, is expanding quickly as a

result of urbanization and industry. The region is becoming an important economic centre, especially with ports such as Port Klang, which contributes to increased logistics and commercial

activities. The majority of the population is employed in the industrial, manufacturing, logistics and trading sectors.

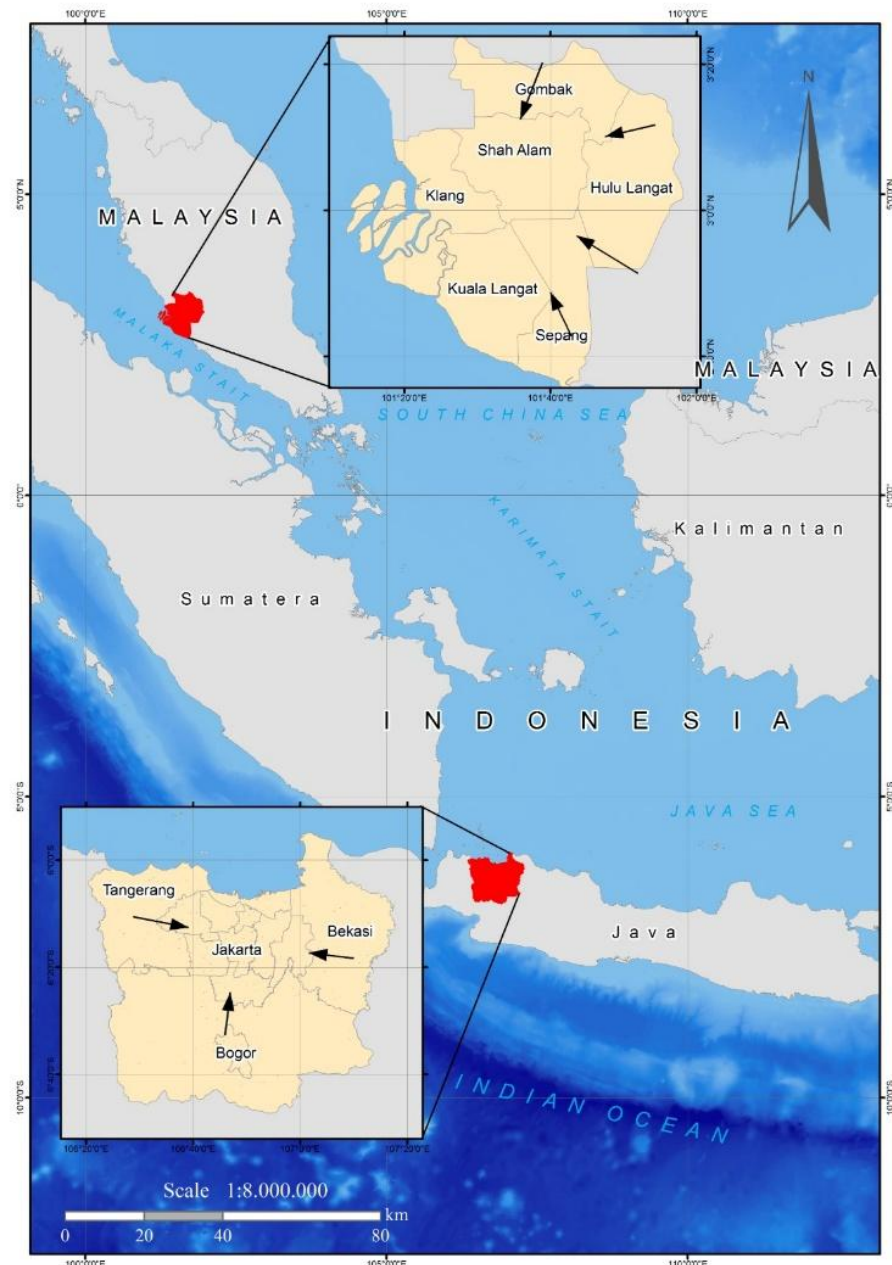


Figure 1. Study area of Klang Valley and Jakarta Metropolitan
(Source: data processing, 2024)

As one of Malaysia's major logistics centres, the region plays an

important role in export and import activities. The region's growth has been

fuelled by ample job opportunities in the industrial and manufacturing sectors, which are the dominant sectors in Klang. The manufacturing sector, involving the production of goods such as electronics, automotive, and food, contributes to increased employment levels. However, this rapid population growth also puts pressure on Klang's infrastructure and public facilities. The growing need for housing has led to soaring house prices and congestion in the city. In addition, traffic congestion is a major problem faced by residents due to the increasing population growth and lack of adequate public transport facilities to accommodate the daily flow of commuting workers.

Klang is a historic city in the Malaysian state of Selangor that boasts a fascinating diversity of cultural heritage including different races such as Malays, Chinese and Indians who each contribute a unique cultural mosaic. Klang is also one of the oldest cities in Malaysia and is said to date back 2000 years. The oldest record of Klang is found through the history of the Majapahit Kingdom which is about 600 years old.

The relationship between Kuala Lumpur, Selangor and the Klang Valley is crucial to the economic and social development of Malaysia. Kuala Lumpur as the capital city of Malaysia is the administrative and economic centre, housing various financial institutions,

international companies, and also the focus of business activities. Surrounding it, the state of Selangor acts as a supporting region by providing more space for industry, housing, and facilities needed by the growing population. Selangor, especially cities like Shah Alam, Klang, and Petaling Jaya, plays an important role in supporting Kuala Lumpur's economic growth through various industries.

Similar to Klang Valley in Malaysia, Indonesia also has various metropolitan areas, one of which is the Jakarta Metropolitan Area or known by its acronym Jabodetabek. It is a metropolitan area with Jakarta as its centre, surrounded by satellite cities that also serve as industrial and manufacturing cities such as Bogor, Depok, Tangerang and Bekasi. Jabodetabek is the largest metropolitan area in Indonesia and the second largest in the world after the Tokyo metropolitan area in Japan.

Jabodetabek covers an area of 6,802 km² with Jakarta as the core, surrounded by Tangerang to the west, Depok and Bogor to the south, and Bekasi to the east. Based on the 2020 population census, this region is home to 31.2 million people. The development of Jabodetabek refers to Government Regulation of the Republic of Indonesia No. 26 of 2008, as a national centre of activity included in the national urban

system covering the Special Capital Region of Jakarta, as well as parts of West Java and Banten (Pratiwi & Muta'ali, 2018).

According to Abimanyu & Sujarto (1994), the development of Jabodetabek aims to make regional governance more well organised and integrated, so that it will improve the quality of life of the community and balance development in urban and suburban areas.

Jakarta as the core city still has the status as the capital city of the Republic of Indonesia in 2024, along with the development of the Archipelago Capital in Kalimantan Island. Despite relinquishing its status as the nation's capital, Jakarta is likely to remain the economic centre and largest city in Indonesia for decades to come. Currently, Jakarta still holds the status of the Jakarta Special Capital Region, a province-level territory. According to the BPS DKI Jakarta (2024) the administrative area of DKI Jakarta is 660.982 km².

The population of DKI Jakarta itself in 2023 is 10,672,100 people. DKI Jakarta experienced a population growth rate of 0.38% from 2020-2023. Most of the working population in Jakarta are labourers, employees, employees, amounting to 60.10%. The labour force participation rate in DKI Jakarta in 2023 was 65.21% while the unemployment rate was 6.53%. In 2023, most of the

working population in Jakarta was spread out and the highest sector was the trade sector at 23.21%, followed by the provision of accommodation and eating and drinking at 12.26%, and the transport and storage sector at 11.87%.

Bogor, Depok, Tangerang and Bekasi are the buffer zones of the Greater Jakarta area that have unique characteristics in each region. Bogor is one of the buffer districts of Jakarta which has an area of 2,991.78km² which is divided into 40 sub-districts. Based on data from BPS Kota Bogor (2024) in 2023, the population in this city reached 5,627,021 people. Bogor is known as the rainy city because it has cool weather and high rainfall, between 3,500-4,000 mm per year (Putri et al., 2020). Depok City is characterised as an educational and commercial city (Dharma Tohjiwa, 2011). The city has an area of 199.91 km² and has a population of 2,145,400 people in 2023 (BPS Kota Depok, 2024).

Tangerang City has an area of 164.55 km² and was inhabited by 1,912,679 people in 2023 (BPS Kota Tangerang, 2024). The city is known as a manufacturing industry city, as stated by (Kristiana et al., 2018). Meanwhile, Bekasi City, according to Ernawati (2010), is known as a trade and industrial city. Administratively, this city has an area of 213.12 km² and has a population of 2.63 million people in 2023 (BPS Kota Bekasi, 2024).

C. RESULT AND DISCUSSION

C.1. RESULT

1. Factors affecting rural-urban migration: A study from Klang Valley and Jakarta

Rural to urban migration in Selangor, particularly to the Klang Valley, has been an important phenomenon since the mid-1980s. This is triggered by a number of economic, social and government policy factors that encourage development in metropolitan areas. This rapid migration not only impacts large urban areas such as Kuala Lumpur and Klang, but also suburban areas such as Shah Alam, Subang Jaya and Ampang Jaya.

According to Rostam (2006), in 2000, Selangor experienced an increase in population of 45,831 people who migrated from other states in Malaysia (the attraction of this metropolitan area). One of the most significant factors driving migration from rural to urban Selangor is the wider and more diverse employment opportunities. Cities like Shah Alam, Subang Jaya and Klang offer employment opportunities in the industrial, service and information technology sectors.

The rapid industrial growth in Selangor has created a high demand for skilled and unskilled labour, especially in the manufacturing and high-tech sectors. According to a study by Rostam (2006), migration occurs because rural residents

aim to improve their living standards through jobs that offer higher wages than agricultural jobs in rural areas. Urban employment opportunities are also more stable and attractive to young people seeking financial security.

The second factor is the rapid development of infrastructure in urban areas, especially in Selangor. The development of public transportation systems such as the LRT, and MRT as well as major highways such as the Federal Highway facilitate the movement of people from the outskirts of the city to the city center. This reduces travel time and increases accessibility to the workplace.

Complete infrastructure facilities such as efficient transportation networks and social facilities such as hospitals and schools are also factors that attract rural residents to move to cities (Rostam, 2006). This development is in line with government policy which focuses on developing smart cities and more connected cities, which provide a better quality of life to its residents.

In urban areas, a more modern standard of living and access to amenities such as shopping centres, recreation and entertainment are also contributing factors to migration. In addition, cities like Selangor have access to better quality educational institutions, including universities, colleges and schools equipped with the latest facilities. For

migrant families, their children's education is one of their top priorities.

With the opportunity to continue their studies in the city, migration is also fuelled by the desire to gain access to better education and more opportunities for personal development. Parents are more likely to move to areas with good education facilities to ensure their children get a quality education. In conclusion, rural-to-urban migration in Selangor is driven by economic opportunities and development policies, but also brings its own set of economic, social and environmental challenges.

More strategic urban planning and sustainable infrastructure development is needed to manage the impact of this migration more effectively.

In Indonesia, in 1971 the number of people living in cities was only 17.5% of the total population. By 1980 this number had increased to 22.4% (Hutajulu, 1985). This data shows that during the period 1971-1980, there had been migration of people from villages to cities but still at a relatively slow rate. This situation has changed dramatically in the last 43 years.

In 2014, more than half of Indonesia's population already lived in cities (Nguyen & Nguyen, 2018). This shows that urbanisation in Indonesia increased very rapidly during the period 1971-2014. Jakarta, as the capital of Indonesia, experienced rapid population

growth. Every year, the population of Jakarta increases by about 0.94% (Badan Pusat Statistik, 2018). Many people move to Jakarta because it is the centre of government, social and economic activities.

This makes Jakarta very attractive to people who want to find a better life. In developing countries like Indonesia, more than half of urban population growth is due to people moving from villages to cities (Pradono, 2010). This shows that urbanisation plays an important role in the growth of big cities in developing countries.

The motivation for a person or village community to move to the city is to be able to improve economic life. This is called the economic motive, as explained by experts such as Lee, Todaro, and Titus (Pradono, 2010). Todaro says there are two main reasons people move to cities, namely to get a job and to get a higher income than in the village. Many rural people live in a poor economy, they find it difficult to get a job because most of the population only depends on agricultural products.

Villagers living in rural areas are attracted to cities, often believing that the standard of living in urban areas will be much better in urban areas. Urbanisation helps economic growth in developing countries by providing jobs and amenities, which is one of the causes of urbanisation. The expectation of better

opportunities to increase income or wages is the main driver of migration from urban areas. Other factors besides economic factors, such as social, demographic and cultural factors, are less important than economic factors (Khotijah, 2008).

The economic gap between rural and urban areas is one of the main factors driving urbanisation in Indonesia, particularly to Jakarta. In rural areas, economic opportunities are often limited to the agricultural sector with low productivity and income. The rural poor are usually directly involved with the agricultural sector; they are indigenous and work as subsistence farmers with low wages (Ridena, 2020), indicating a considerable gap in economic welfare. Meanwhile, big cities like Jakarta offer a variety of employment opportunities in the formal and informal sectors with higher wages.

This stark difference in wages is a strong attraction for villagers to migrate to the city. In 2021, DKI Jakarta's Provincial Minimum Wage (UMP) was set at IDR 4,416,186 per month (BPS, 2021), much higher than average incomes in villages that are often below the poverty line, so many villagers expect to get better jobs and incomes if they move to Jakarta. Fahma & Mulyo Hendaro (2022) stated that inter-regional

inequality is a difference or inequality in properties, phenomena, or location conditions that minimally occurs between two entities that belong to the regional structure.

Education plays an important role in driving urbanisation to Jakarta. The capital city offers better access to quality education, from primary school to university level. Jakarta offers more opportunities for skills development and professional training. This is reflected in the high participation rate of higher education in DKI Jakarta. These advantages make Jakarta an attraction for students and parents who want quality education for their children, thus encouraging urbanisation to the capital city.

In addition, Jakarta also provides better access to higher education. The Gross Participation Rate (APK) of Higher Education in DKI Jakarta reached 50.22% in 2020, well above the national average of 30.85% (BPS, 2021). The diversity of choices of institutions and study programs, as well as the availability of scholarships and more modern educational facilities, make Jakarta the main destination for those who want to continue their education to a higher level, thus encouraging the flow of urbanisation to the capital city.

Table 1. The comparison between of Klang Valley and Jakarta Metropolitan

Comparison	Klang Valley	Jakarta Metropolitan
Factors	<ol style="list-style-type: none"> 1. The wider and more diverse employment opportunities in urban areas. 2. Rapid infrastructure development in urban areas. 3. Better infrastructure facilities in urban areas. 4. Modern standard of living and access to amenities. 5. Better quality educational institutions in urban areas. 	<ol style="list-style-type: none"> 1. The expectation of better opportunities to increase income or wages. 2. Economic gap between rural and urban areas. 3. Better access to quality education in urban areas. 4. Better infrastructure and public services. 5. Better social networks in urban area.
Effects	<ol style="list-style-type: none"> 1. Congestion in Klang Valley. 2. Increased infrastructure maintenance costs. 3. Increased demand for housing, services and basic necessities. 4. Increase in the cost of living. 5. Difficulties of low-income groups to find a home or rent in urban areas. 6. Reduction of the rural population, which in turn has a negative impact on the local economy. 7. Slowdown in economic development and a decline in agricultural production. 	<ol style="list-style-type: none"> 1. Decreased green open space and reduced carbon absorption in the city. 2. Demand for land housing. 3. Formation of slum areas. 4. Traffic congestion because of private vehicles. 5. Increased CO₂ levels, increased surface temperatures and worsened regional temperatures which in turn lead to Urban Heat Island (UHI), and worsens Ecological Environmental Quality (EEQ). 6. Land subsidence, decreased by -5.71 cm/year. 7. Intrusion of seawater and shallow groundwater into deep groundwater 8. Suburban areas and encouraging the conversion of agricultural and forest land into urban land use

(Source: data analysis, 2024)

DKI Jakarta, as the capital city of the country, offers infrastructure and public services that are far more advanced than other regions in Indonesia,

thus attracting people to urbanise. Adequate public facilities, including health facilities, are necessary for the growth of the city. All governments,

including local governments, are responsible for providing health services.

The Regional General Hospital (RSUD), a class D hospital established by the Provincial Government of the Special Capital Region of Jakarta in 2016, serves as a 'bridge' between primary health facilities (Puskesmas) and General Hospitals Puskesmas and Regional General Hospitals (RSUD) to meet the community's need for more equitable secondary health services.

In addition to health facilities, the public transport system is also excellent. Jak Lingko is the latest programme that combines payment systems and different types of public transport in Jakarta. These include the Transjakarta (TJ) Bus, MRT, Integrated Light Railway (LRT), and Indonesian Commuter Railway (KAI) (Rachman et al., 2021).

As the capital and largest metropolitan city in Indonesia, Jakarta offers a vibrant urban lifestyle. The city is a melting pot of cultures, with various ethnic groups living side by side, creating an environment rich in diversity. Jakarta also provides access to a wide range of modern entertainment, from shopping centres to a variety of tourist attractions that attract millions of visitors every month. DKI Jakarta is the centre of two economies with a variety of businesses (Margaretha & Samadi, 2023). The fact that DKI Jakarta is a large city indicates that the market area, supply of goods and

services, and specialised economic activities increase with the size of the city. In addition, many people are attracted to Jakarta because of the social networks that have been established. These factors, coupled with the perception that Jakarta is a 'dream city' that offers higher opportunities for social mobility, encourage many people from the regions to move to the capital, seeking more diverse life experiences and the chance to develop themselves in a dynamic urban environment.

2. Impact of rural-urban migration in Klang Valley and Jakarta

In the Klang Valley, Malaysia, one of the major impacts of migration from villages to cities is congestion in big cities. In urban areas such as Klang and Shah Alam, the increase in population has caused severe traffic jams, especially during rush hours. According to reports, this rapid increase in population has caused infrastructure such as roads, public transportation, and basic facilities such as water and electricity to be insufficient to meet the population's needs (Rostam, 2006).

This also leads to increased infrastructure maintenance costs, forcing local governments to invest heavily in the construction and improvement of public facilities. High migration to cities also leads to increased demand for housing, services and basic necessities, which in turn leads to an increase in the cost of

living. In Selangor, housing prices and rents have increased significantly over the past decade due to high demand, especially in areas close to the city centre and commercial districts. This has impacted low-income groups who find it difficult to own a home or rent in the city. According to Katiman Rostam, the rising cost of living also impacts quality of life, with many migrants having to work overtime to cover daily expenses.

Another impact of this migration is the reduction of the rural population, which in turn has a negative impact on the local economy. The agriculture and fisheries sectors, which are the main sources of income in rural areas, are increasingly short of young labour as these groups tend to move to cities in search of better opportunities.

A study by Universiti Kebangsaan Malaysia found that the dwindling rural population has led to a slowdown in economic development and a decline in agricultural production. In the long run, this could lead to development imbalances between urban and rural areas, requiring rural development policy interventions to maintain economic stability in the region.

In Jakarta, Indonesia, there are several impacts of rural-urban migration including social, economic, cultural, and environmental. DKI Jakarta, as the capital city and economic centre, has attracted people from other regions to

move to the city. Pratama & Wasino (2023) explained that massive urbanisation in Jakarta has occurred since Indonesia's first president Soekarno announced the lighthouse programme in the early 1960s.

Likewise, Ramdhani (2013) stated that since the 1960s until now, the symptoms of urbanisation in Jakarta have swelled from a population of 10 million with relatively high population growth. Based on BPS (2023), in 1980, the number of in-migration to DKI Jakarta Province was 766.36 thousand people, this in-migration continued in the following years until in 2000 the in-migration was 702.20 thousand, until in 2020 there were 273.15 thousand people who migrated from other regions to Jakarta. This proves the high urbanisation that occurs in Jakarta.

High urbanisation activities have a significant impact on various aspects, both positive and negative impacts. Urbanisation surely has positive effects, such as an increasingly varied economic structure, new businesses that open up many jobs, advanced transportation development, entrepreneurial development, expansion of the physical area of the city to suburban areas, and an increase in land prices.

Felani (2017) explains that if urbanisation is handled well by the government, it can play an important role in the better and faster development of

the city. However, if it is not handled well, urbanisation will only become a burden to the city, whether in physical, social, or economic terms.

Maheng et al. (2021) explained that from 1995-2014 Jakarta has experienced significant changes in the spatial distribution of green open space due to the increasing urban area, as well as the result of reduced carbon absorption in the city. The study results from Putri et al. (2020) also showed that the urbanisation of Jakarta caused the pattern and structure of urban space to become very complex and increased population density.

Pravitasari (2015) explained that the high population density and rapid economic development in Jakarta resulted in a significant increase in demand for space. The demand for land for housing is the most observable change in the flow of urbanisation. More and more built-up areas are converting and covering existing land uses in Jakarta.

Urbanisation also has an impact on the formation of slums. Slum area dwellers are a group of people who come from the village to the city with the aim of changing their fate, who generally do not have sufficient skills and education levels to get a decent job in the city, they only have a low income, so they cannot afford to live in a decent settlement (Prayojana et al., 2020).

The study results of Sutiarysi et al. (2019) found that densely populated slums are located near terminals where terminals are the gateway to urban arrivals. Urban population growth coupled with the number of incoming immigrants makes the population density high, forming slums. The high population is sometimes not matched by the evenly distributed quality of education, many human resources lack education, skills, and skills so that they cannot compete in the workforce.

Chiu (2022) explained that cities with high urbanisation rates tend to have high levels of private vehicle ownership. The results of Aritenang's study (2023) prove that more than 75% of commuters in the Jakarta area use private vehicles. With the high population in Jakarta, it certainly has a negative impact on air quality, especially with the lack of green open space in the city of Jakarta. This is in accordance with the results of the study by Dai et al. (2023) the increase in higher demand for vehicles resulted in traffic congestion, increased CO₂ levels, increased surface temperatures and worsened regional temperatures. A significant increase in temperature increases evaporation of vegetation, worsens drought in urban areas, causes Urban Heat Island (UHI), and worsens Ecological Environmental Quality (EEQ) in the city of Jakarta.

The study by Abidin et al. (2015) shows that the high urbanisation in Jakarta affects the land subsidence in Jakarta. It was stated that land subsidence in Jakarta decreased by 3-10 cm per year. While the latest research results by Handika et al. (2024) show that the average land subsidence rate is -5.71 cm/year.

Onodera et al. (2008) added that due to excessive pumping, the hydraulic potential dropped below sea level in the Jakarta coastal aquifer and resulted in the intrusion of seawater and shallow groundwater into deep groundwater. There were also MN content and NO₃ concentrations in the groundwater indicating the possibility of contaminants with the discharge of deep groundwater to the sea after the restoration of groundwater potential in coastal areas.

Apart from having an impact on Jakarta itself, urbanization which requires large-scale land development also has an impact on other areas. This can be seen from the research results of Winarso et al. (2015) that there has been a change in area from rural areas to new cities covering an area of more than 300,000 ha in the outskirts of Jakarta.

This has an impact on changing community socio-economic activities from rural to urban activities and creates spatial segregation. This development attracts residents from urban areas, creating suburbanization, while

simultaneously attracting residents from surrounding rural areas, creating peri-urbanization with uneven distribution of development.

Nagasawa et al. (2015) stated that rapid urbanization in Jakarta has resulted in urban land use expanding rapidly to suburban areas and encouraging the conversion of agricultural and forest land into urban land use. Hadijah & Sadali (2020) assess that there is development inequality between regions in Indonesia due to the uneven rate of urbanization.

C.2. DISCUSSION

Rural-urban migration is a long-standing problem in Malaysia and Indonesia, especially in the metropolitan areas of both countries. Here, we found that in Malaysia and Indonesia the phenomenon of rural-urban migration is caused by several factors, namely economic, social, social service infrastructure, and political government policies related to the lighthouse project of metropolitan area development.

These factors are found in both countries. The results of earlier research carried out in Southeast Asian cities are not all that dissimilar from this one. In Thailand, Heaton et al. (1983) found that emphasising the primary role of changes in family structure and employment opportunities as the main drivers of migration.

The authors emphasise that migration to urban areas is usually

closely associated with a shift to modern sector jobs such as wage employment, while those who move to rural areas tend to engage in more traditional occupations such as agriculture or self-employment. Interestingly, there is also a counter-migration trend from urban to rural areas that is more influenced by social and family factors.

The findings of our study show that economic factors play a greater role than other factors in encouraging rural -to-urban migration. A different finding was made by Savasdisara (1984), in a study conducted in Thailand more than three decades ago. The study shows that economic factors are not the only factors. In addition to economic factors, there are non-economic factors that encourage rural-urban migration in Thailand.

Savasdisara argues that environmental factors such as housing quality, family relationships, and household density also play an important role in a person's decision to migrate.

While most migration studies emphasise economic factors such as employment opportunities and income, this article adds a new dimension by highlighting that the decision to migrate is not entirely rational when viewed from an economic perspective. On the other hand, it is also influenced by emotional and social factors that are often ignored in traditional migration models. The study also suggests that to address the

problem of uncontrolled rural migration, the government needs to pay attention to more comprehensive rural development, not just focus on solving problems in the cities (Savasdisara, 1984).

Jones (1988) summarised studies on urbanisation in Southeast Asia. The findings of his study show that the rapid urban growth in Southeast Asian countries such as Thailand, Indonesia, and Malaysia has led to major changes in population and employment patterns.

The study notes that urbanisation in the region is not solely due to rural-to-urban migration, but also due to natural increase in urban population and reclassification of rural areas into cities. It emphasises that development policies need to consider the relationship between urban and rural areas, and calls for a more comprehensive regional development approach to reduce the urban-rural divide.

Overall, these three articles offer different yet complementary perspectives on the issue of migration and urbanisation. While economic factors such as employment opportunities and income are still the main drivers of migration, all three articles emphasise that non-economic factors such as social relations, housing quality, and government policies also play a significant role.

The articles call for a more balanced approach to development

between urban and rural areas, as well as policies that consider the multiple dimensions that influence migration in the context of developing countries. Compared to the previous three findings, our study shows that during the kinship period, economic factors play a more dominant role than other factors. Behind economic factors are social factors, especially education.

D. CONCLUSION

The results of this study provide additional insight into the factors and impacts of rural-urban migration in Southeast Asian metropolitan areas. The research results show that there are differences between the factors and impacts of migration from the Klang Valley, Malaysia and Jakarta, Indonesia.

In the Klang Valley, there are factors that influence migration, such as wider and more diverse employment opportunities, rapid and better development of infrastructure facilities, modern living standards and better quality education in urban areas. These factors lead to congestion, increased costs of maintaining infrastructure, increased demand for housing and basic necessities, and increased costs of living.

There is also difficulty for low-income groups to find housing or rent, a shrinking rural population, and slowing economic development. Meanwhile in Jakarta, there are factors such as hopes for better opportunities to increase

income, economic disparities between rural and urban areas, better access to quality education, infrastructure, public services and better social networks.

These factors cause many negative impacts such as reduced green open space, the need for residential land, slum areas, Urban Heat Island (UHI) and worsening Ecological Environmental Quality (EEQ), land subsidence, seawater and shallow groundwater intrusion, as well as land conversion. Agricultural land and forests are becoming urban land uses.

However, migration also has positive impacts such as diversifying the economic structure and creating new jobs. This study, which is limited to secondary data, recommends developing a methodology with observations and interviews for a deeper understanding.

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