



JABOTABEK (JAKARTA): UNKNOWN GIANT

JABOTABEK URBAN AREA 2005		Similar To
Metropolitan Area Population (Jabotabek)	25,300,000	New York
Urban Area Population	18,200,000	New York
Urban Land Area: Square Miles	1,300	Dallas-Fort Worth, Houston, Detroit
Urban Land Area: Square Kilometers	3.365	
Population per Square Mile	14,000	Montevideo, Athens, Hiroshima
Population per Square Kilometer	5,400	
*Continuously built up area		

20 September 2006

Jabotabek: The Unknown Giant: Jabotabek? Jabotabek is the world's second largest metropolitan area,¹ admittedly in a world where there are no international standards for defining metropolitan areas. Most people have heard of the core city, Jakarta, the capital of Indonesia. Jabotabek is the metropolitan area and the urbanization that extends beyond the central city.

More than 20 years ago, the authorities adopted a new name for the metropolitan area that better represents its true expanse. JABOTABEK² is an acronym derived from the city of Jakarta and the adjacent regencies³ of Bogor, Tangerang and Bekasi⁴ and the independent cities of Bogor, Tangerang, Bekasi and Depok. Even that did not go far enough, however. Now the metropolitan area stretches into the Karawang regency, to the east of Bekasi regency.

Jabotabek Metropolitan Area: Larger Than New York: Today, the metropolitan area has 25.3 million people, less than Tokyo's approximately 35 million, but more than third place New York's 22 million. Nearly two-thirds of the population lives outside the city of Jakarta, in the four suburban regencies and the four large cities. This estimate is well above the numbers cited in many sources. Some sources use city of Jakarta or include far less of the suburbs that belongs in either the metropolitan or urban area definitions.

¹ A metropolitan area is a labor market area that includes one or more urban areas (areas of continuous urban development) and surrounding rural territory from which some people commute to the urban areas.

² Some maps show the metropolitan area name as Jadebotabek, with the added "DE" denoting the large city "Depok," which is a city enclave surrounded by Jakarta and Bogor regency.

³ Regencies are subdivisions of provinces and are thus analogous to US counties or the European Union NUTS-3 designation.

⁴ Enclosed within these three regencies are the large enclave separate cities of Bekasi, Tangerang, Bogor and Depok.

JABOTABEK METROPOLITAN AREA: 2005				
Administrative Division	Land Area (Square KM)	Population	Population per Square KM	Population per Square Mile
Jakarta (city)	664	8,700,000	13,102	33,935
Bogor (city)	22	834,000	37,909	98,185
Depok (city)	200	1,353,000	6,765	17,521
Tangerang (city)	184	1,489,000	8,092	20,959
Bekasi (city)	210	1,932,000	9,200	23,828
Bogor Regency	3,441	3,945,000	1,146	2,969
Karawang Regency	1,738	1,940,000	1,116	2,891
Tangerang Regency	1,110	3,194,000	2,877	7,453
Bekasi Regency	1,484	1,917,000	1,292	3,346
Metropolitan Area	9,053	25,304,000	2,795	7,239

Third Largest Urban Area: Jabotabek is the third largest urban area in the world, following Tokyo-Yokohama and New York. Jabotabek has the largest land area of any urban area outside the high-income world, at 1,300 square kilometers, making it the 9th largest in geographical expanse in the world, trailing only US urban areas and Tokyo-Yokohama. Jabotabek is also the only urban area of more than 1,000 square miles or 2,500 square kilometers outside the United States, Western Europe and Japan.



Jabotabek Urban Area

Jabotabek is also the largest urban area in the southern hemisphere. Jabotabek continues to grow quickly and is likely to have a population of more than 24 million in 10 years, passing New York.⁵ However, if Lagos continues its meteoric increase rate, it will pass Jabotabek to become the second largest urban area, after Tokyo-Yokohama.

Location: Java: World's Most Dense Area: Jabotabek is located on the north shore of the island of Java, which is the most densely populated area of its size in the world. Java covers approximately 50,000 square miles and has a population of approximately 125 million. If California were as dense, it would house more than 375,000,000 people, 10 times its current population. Great Britain, at the same density, would be home to 250 million people, more than four times its population. Java is so dense that the entire island, in the aggregate, is 2.5 times the international urban population density threshold of 1,000 per square mile or 400 per square kilometer.⁶ Nonetheless, most of Java's population is rural, not urban.

The city of Jakarta: National Capital District: The core of the metropolitan area is the city of Jakarta, which is also the national capital district, similar to the District of Columbia (Washington) in the United States or the Distrito Federales in Argentina (Buenos Aires) and Mexico (Mexico City). The city has a population of approximately 8.7 million and is growing slowly, after a few decades of explosive growth.

This fringe-based growth pattern is typical in an era of expanding urbanization. Core cities often grow quickly until their land area is filled, after which the growth spills over to adjacent areas outside the city boundaries. This has happened in Jabotabek. Nearly all of the growth is in the adjacent urbanization that extends into the Tangerang, Bogor, Bekasi regencies, including the enclave cities (Bekasi, Bogor, Depok and Tangerang) and the regency of Karawang.

Los Density and Dispersed: The Jabotabek urban area is unique for a low-income world urban area in having comparatively low density. While there are an increasing number of high-rise luxury condominium buildings, most of Jabotabek is low rise, buildings of one or two stories. Even within the central city itself, most residential buildings are two floors or less. The result is a comparatively low-density urban area, by developing world standards. There is also considerable "leap frog" development in the Jabotabek urban area. In the suburbs, it is typical for large plots of land to remain undeveloped and surrounded by developed land. Substantial suburban land remains undeveloped because of drainage and flooding.

Housing in Jabotabek: The low-income status of Indonesia and Jabotabek is obvious from the housing stock. Much of it is of comparatively low quality and informal. The informal housing is often located along waterways and canals. Informal, virtual shantytowns will often have high-rise luxury apartment buildings close by.

There are some impressive suburban housing developments. One development in Cileungsi (Bogor regency) uses Canadian place names, such as Yorkville (a section of Toronto), Ottawa and Canadian Broadway. There is also a New Georgia (presumably the US state, not the former Soviet republic) and a Kyoto. These expensive suburban developments have very attractive houses. At the same

⁵ <http://www.demographia.com/db-worldua2015.pdf>

⁶ The 1,000 per square mile or near identical 400 per square kilometer threshold is used by Canada, France, India, the United Kingdom and the United States.

time, the suburban roadways, like those in Jabotabek itself, are lined by businesses, both large and small. The French retailer, Carrefour, has a strong presence here.

Traveling in Jabotabek: Jabotabek has some of the world's worst traffic. I had intended to rent a car, but when I noticed from the air that driving is on the left, decided instead to travel around the metropolitan area by taxi. I have quite successfully negotiated the left-hand driving of London, Tokyo, Osaka and Hong Kong. However, none of these places has the traffic intensities of Jabotabek. The Blue Bird taxi group provides reliable and safe service for a reasonable price (the equivalent of \$50 for four hours). The company provides standard taxi service under the "Blue Bird" name, airport service under the "Golden Bird" name, and extended touring service (which I used) under the "Silver Bird" name.⁷ Some tourist guides caution against using any other company, due to security concerns.

Jabotabek's roadway system is deficient in the same ways as Atlanta's. The tollway system is radially oriented, and there are no cross-town toll ways. The high capacity surface arterials are largely limited to the central city. Thus with employment growing outside the city and more suburb to suburb commuting, traffic gets even worse because the roadway capacity is insufficient.

Mass Transit: The city of Jakarta has begun to build busways similar to the South American standards of Porto Alegre, Manaus and Curitiba, with large stations with metro type ticket systems. However, the busways have had virtually no impact on the traffic. Of course, the reason is that in an urban area of 1,300 square miles, most trips simply cannot be made by public transport, bus or rail, regardless of density. Even so, for those able to use the busways, trips are rapid and a high standard of mobility is provided along the corridors. Jakartans are fortunate that their leadership has, thus far, resisted the temptation and international pressure to build metros (subways), which would have provided no more mobility, but at costs many times that of the busways. Jakarta's deliberate and reasonable approach to mass transit means that a number of busway corridors can be built for less than the cost of a single metro line.



There are thousands of buses, ranging from full-size to minibuses to small buses. The area has substantially improved is suburban (commuter) rail system, but still only carries approximately 400,000 rides daily, a small number for a metropolitan area with 25 million people.

Air Pollution: In addition to the heavy traffic, Jabotabek has a highly polluting vehicle fleet. There are many trucks, motorcycles and the three-wheeled motorcycle based taxis, the bejajs. These vehicles are probably the most effective mass transit system in the urban area, by virtue of the fact that they provide good point-to-point mobility. However, the bejajs are restricted from entering the central area.

Commercial Buildings: Jabotabek's large commercial buildings are principally dispersed in a broad corridor around an extended north-south boulevard. In a sense, the form of the central area is similar to that of Phoenix, with its single axis commercial core along a single street (Central Avenue).

⁷ <http://www.bluebirdgroup.com>

The buildings tend to not be concentrated. Rather, they are located so far apart that effectively serving them with public transport would be very difficult. The dispersed nature of Jabotabek's core is not unusual for Asian metropolitan areas. A similarly dispersed major commercial pattern will be found in Guangzhou, Beijing, Tokyo-Yokohama and elsewhere. Being just a few degrees south of the equator, Jabotabek has intense jungle-like vegetation. It is often difficult to get good pictures of buildings and monuments because the vegetation is so lush.

Every indication is that the Indonesian people are very polite and hospitable. They seem to naturally wave or pose if a camera is pointed in their direction, even if they are not the intended subjects. Of course, there have been serious political difficulties in Indonesia in recent years, but people are very friendly and not at all hostile to westerners.

URBAN TOURS BY RENTAL CAR: ABOUT THE SERIES

Urban Tours by Rental Car offers perspectives on urban development obtained by automobile tours through urban areas. Rental cars are not the favored method for visiting cities, especially those outside one's own country. Instead, tourists and urban planners favor packaged tours or local public transport systems. Both are splendid ways for seeing the city as it used to be --- the very reason for most tourist visits. The historical core areas contain monuments, prime government and religious edifices and quaint neighborhoods that are often centuries old. This is particularly important to tourists from the newer urban areas of the American, Canadian or Australian West, where history extends not far before World War II. It is further understandable that few tourists travel thousands of miles to see the newer suburban areas that look very much like home. But most tourists do not profess to be students of the urban area.

For the urban planner interested in understanding the whole urban area, it is not enough to study the core alone, regardless of its architectural attractiveness, romanticism, history or affirmation of an individually preferred life style. No one, regardless of the depth of their education can develop reliable conceptions from an unrepresentative sample, and urban cores are the very essence of unrepresentative samples. Both public transport and packaged tours miss the larger part --- the expanse of sprawling residential and business development that rings virtually all major urban areas. They may be of little interest to many urban planners, but they should be.

Stripping away regional architectural facades, one might as well be in the suburbs of Phoenix, Portland, Perth or Paris. Here, the automobile is king, because no public transport system has been developed that can effectively serve destinations outside the core (at least at a price any society can afford). While public transport market shares are higher in European suburban areas than in the New World, much of the difference is attributable to lower incomes and less automobile access. Indeed, public transport's principal weakness, lack of automobile competitiveness, is itself a contributing factor to the rising motorization occurring from the suburbs of Copenhagen and Nagoya to the suburbs of Lagos and Mumbai. To oversimplify this phenomenon as being a "love affair with the automobile" is the equivalent of saying that Singaporeans or Brazilians have a love affair with air conditioning. Human beings prefer comfort to discomfort and they prefer free time to time over which they have no control.

It is no wonder that tourists return to the United States thinking that all Paris looks like the second arrondissement (less than one percent does) and that urban planners think all of Milan looks like the architectural treasures that surround the Cathedral. In fact, the sprawling suburbs of Europe, Japan, Canada and Connecticut resemble one another in many ways. For any seeking to study the urban area in its entirety --- not just the favored haunts of core-dwelling elites --- there is no alternative to "getting behind the wheel." Thus, "urban tours by rental car."

<http://www.rentalcartours.net>

<http://www.demographia.com>

<http://www.publicpurpose.com>





Bogor



Jakarta-Bogor Tollway



Cileungsi, Bogor Regency



Cileungsi, Bogor Regency



Bogor Regency



Bogor Regency



Bogor Regency



Cileungsi, Bogor Regency



Cileungsi, Bogor Regency



Bogor Regency



Bogor Regency



Bogor Regency







Busway & Traffic: Jakarta



Busway & Station: Jakarta



City of Jakarta



Informal Dwellings
City of Jakarta



Jakarta: Rich & Poor



Inside of Bejaj: Jakarta





Bus Station Exit
Busway Connections
City of Jakarta



Air Pollution:
Buildings are
2 Miles Away



City of Jakarta



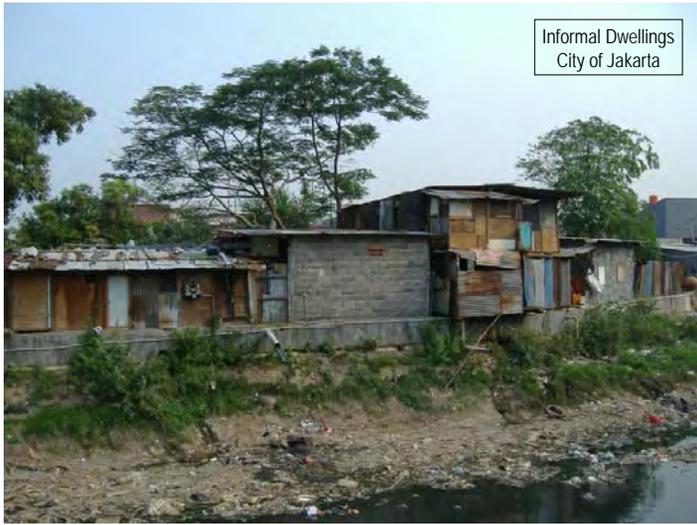
City of Jakarta



City of Jakarta



City of Jakarta



Housing
City of Jakarta



Housing
City of Jakarta



Housing
City of Jakarta



City of Jakarta



City of Jakarta



City of Jakarta





City of Jakarta



City of Jakarta



Modes of Transport
Suburban Rail,
Bejajs, Motorcycles
& Cars



City of Jakarta



City of Jakarta



City of Jakarta



City of Jakarta



City of Jakarta



Tangerang



Tangerang



Tangerang



Tangerang