

Jakarta

This article is about the capital city of Indonesia. For other uses, see **Jakarta (disambiguation)**.

Jakarta /dʒəˈkɑːtə/^[note 1] officially known as the **Special Capital Region of Jakarta** (Indonesian: *Daerah Khusus Ibu Kota Jakarta*), is the capital and largest city of Indonesia, and one of the most populous urban agglomerations in the world.

Located on the northwest coast of Java, Jakarta is the country's economic, cultural and political centre, and with a population of 9,761,407 as of December 2012,^[7] it is the most populous city in Indonesia and in Southeast Asia.^[8] The official metropolitan area, known as **Jabodetabek** (a name formed by combining the initial syllables of Jakarta, Bogor, Depok, Tangerang and Bekasi), is the second largest in the world, yet the metropolis's suburbs still continue beyond it.

Established in the fourth century, the city became an important trading port for the Kingdom of Sunda. It was the de facto capital of the Dutch East Indies (known as **Batavia** at that time). Today, the city has continued as the capital of Indonesia since the country's independence was declared in 1945. The city is currently the seat of the ASEAN Secretariat.

Jakarta is listed as a global city in the 2008 Globalization and World Cities Study Group and Network (GaWC) research.^[9] Based on survey by Brookings Institute, in 2011 economic growth in Jakarta ranked 17th among the world's 200 largest cities, a jump from its 2007 ranking of 171. Jakarta has grown more rapidly than Kuala Lumpur, Beijing and Bangkok.^[10]

In 2014 global consultant A.T. Kearney released the Emerging Cities Outlook 2014 which ranked Jakarta first among 35 emerging world cities in terms of potential to improve their global standing in the next few decades.^[11]

1 Etymology and nicknames

The place that is now called Jakarta has been home to multiple settlements along with their respective names: **Sunda Kelapa** (397–1527), **Jayakarta** (1527–1619), **Batavia** (1619–1949), and **Djakarta** (1949–1972).

Its current name derives from the word **“Jayakarta”**. The origins of this word can be traced to the Old Javanese and ultimately to the Sanskrit language. “Jayakarta”

translates as “victorious deed”, “complete act”, or “complete victory”.

Jakarta is nicknamed *the Big Durian*, the thorny strongly-odored fruit native to the region,^[1] as the city is seen as the Indonesian equivalent of New York City (the Big Apple).^[12] In the colonial era, the city was also known as *Koningin van het Oosten* (Queen of the Orient), initially in the 17th century for the urban beauty of downtown Batavia's canals, mansions and ordered city layout.^[13] After expanding to the south in the 19th century, this nickname came to be more associated with the suburbs (e.g. Menteng and the area around Merdeka Square), with their wide lanes, many green spaces and villas.^[14]

2 History

Main articles: [History of Jakarta](#) and [Timeline of Jakarta](#)



The 5th century Tugu inscription discovered in Tugu district, North Jakarta

2.1 Pre-colonial era

The area in and around modern Jakarta was part of the fourth century **Sundanese** kingdom of **Tarumanagara**, one of the oldest **Hindu kingdoms** in Indonesia.^[15] Following the decline of **Tarumanagara**, its territories, including the Jakarta area, became part of the **Kingdom of Sunda**. From 7th to early 13th century port of Sunda is within the sphere of influence of **Srivijaya** maritime empire. According to the Chinese source, *Chu-fan-chi*, written circa 1200, **Chou Ju-kua** reported in the early 13th century Srivijaya still ruled Sumatra, the Malay peninsula, and western Java (**Sunda**). The source reports the port of Sunda as strategic and thriving, **pepper** from **Sunda** being among the best in quality. The people worked in agriculture and their houses were built on wooden piles.^[16] The harbour area became known as **Sunda Kelapa** and by the fourteenth century, it was a major trading port for Sunda kingdom.

The first European fleet, four Portuguese ships from **Malacca**, arrived in 1513 when the Portuguese were looking for a route for spices.^[17] The Kingdom of Sunda made an alliance treaty with Portugal by allowing the Portuguese to build a port in 1522 in order to defend against the rising power of the **Sultanate of Demak** from central Java.^[18] In 1527, **Fatahillah**, a Javanese general from Demak attacked and conquered Sunda Kelapa, driving out the Portuguese. Sunda Kelapa was renamed **Jayakarta**,^[18] and became a fiefdom of the **Sultanate of Banten** which became a major Southeast Asia trading centre.

Through the relationship with Prince Jayawikarta from the **Sultanate of Banten**, Dutch ships arrived in **Jayakarta** in 1596. In 1602, the **English East India Company's** first voyage, commanded by Sir **James Lancaster**, arrived in **Aceh** and sailed on to Banten where they were allowed to build a trading post. This site became the centre of English trade in Indonesia until 1682.^[19]

Jayawikarta is thought to have made trading connections with the English merchants, rivals of the Dutch, by allowing them to build houses directly across from the Dutch buildings in 1615.^[20]

2.2 Colonial era

See also: **List of colonial buildings and structures in Jakarta**

When relations between Prince Jayawikarta and the Dutch deteriorated, Jayawikarta's soldiers attacked the Dutch fortress. Prince Jayawikarta's army and the English were defeated by the Dutch, in part owing to the timely arrival of **Jan Pieterszoon Coen** (J.P. Coen). The Dutch burned the English fort, and forced the English to retreat on their ships. The victory consolidated Dutch power and in 1619 they renamed the city **Batavia**.

Commercial opportunities in the capital of the Dutch colony attracted Indonesian and especially Chinese im-



The former Stadhuis of Batavia, the seat of Governor General of VOC. The building now houses the Jakarta History Museum, Jakarta Old Town.



Dutch Batavia built in what is now Jakarta, by Andries Beeckman c. 1656

migrants. This sudden population increase created burdens on the city. Tensions grew as the colonial government tried to restrict Chinese migration through deportations. Following a revolt, 5,000 Chinese were **massacred** by the Dutch and natives on 9 October 1740 and the following year, Chinese inhabitants were moved to **Glodok** outside the city walls.^[21] The city began to expand further south as epidemics in 1835 and 1870 caused more people to move away from the port. The **Koningsplein**, now **Merdeka Square** was completed in 1818, the housing park of **Menteng** was started in 1913,^[22] and **Kebayoran Baru** was the last Dutch-built residential area.^[21] By 1930 Batavia had more than 500,000 inhabitants,^[23] including 37,067 Europeans.^[24]

After World War II, the city of Batavia was renamed "Jakarta" (short form of Jayakarta) by the Indonesian nationalists after achieving independence from the Dutch in 1946.^[25]



Jalan Jenderal Sudirman, Jakarta's main avenue and business district

2.3 Independence era

Following World War II, Indonesian Republicans withdrew from Allied-occupied Jakarta during their fight for Indonesian independence and established their capital in Yogyakarta. In 1950, once independence was secured, Jakarta was once again made the national capital.^[21] Indonesia's founding president, Sukarno, envisaged Jakarta as a great international city, and instigated large government-funded projects with openly nationalistic and modernist architecture.^{[26][27]} Projects included a clover-leaf highway, a major boulevard (Jalan MH Thamrin-Sudirman), monuments such as The National Monument, Hotel Indonesia, a shopping centre, and a new parliament building. In October 1965, Jakarta was the site of an abortive coup attempt in which 6 top generals were killed, precipitating a violent anti-communist purge in which half-a million people were killed, including many ethnic Chinese,^[28] and the beginning of Suharto's New Order. A monument stands where the generals' bodies were dumped.

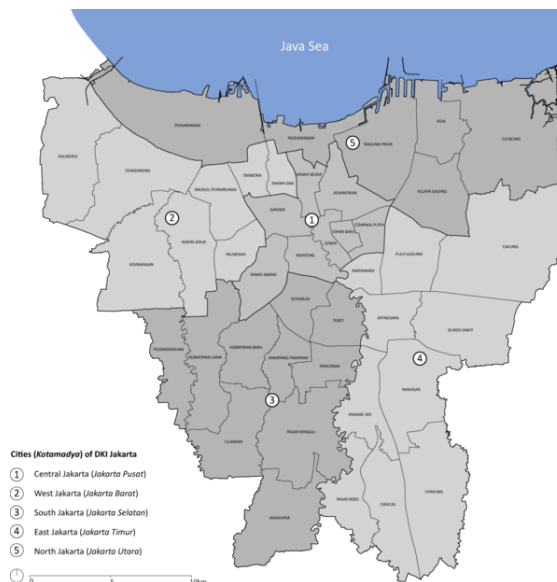
In 1966, Jakarta was declared a "special capital city region" (*daerah khusus ibukota*), thus gaining a status approximately equivalent to that of a state or province.^[29] Lieutenant General Ali Sadikin served as Governor from the mid-60's commencement of the "New Order" through to 1977; he rehabilitated roads and bridges, encouraged

the arts, built several hospitals, and a large number of new schools. He also cleared out slum dwellers for new development projects—some for the benefit of the Suharto family^{[30][31]}—and tried to eliminate rickshaws and ban street vendors. He began control of migration to the city in order to stem overcrowding and poverty.^[32] Foreign investment contributed to a real estate boom which changed the face of the city.^[33]

The boom ended with the 1997/98 East Asian Economic crisis putting Jakarta at the centre of violence, protest, and political maneuvering. After 32 years in power, support for President Suharto began to wane. Tensions reached a peak in when four students were shot dead at Trisakti University by security forces; four days of riots and violence ensued that killed an estimated 1,200, and destroyed or damaged 6,000 buildings.^[34] Much of the rioting targeted Chinese Indonesians.^[35] Suharto resigned as president, and Jakarta has remained the focal point of democratic change in Indonesia.^[36] Jemaah Islamiyah-connected bombings occurred almost annually in the city between 2000 and 2005,^[21] with another bombing in 2009.^[37]

3 Administration

3.1 Administrative Divisions of Jakarta



Map of the municipalities (kotamadya) in Jakarta province. Each city is divided into districts (kecamatan).

Jakarta is administratively equal to a province with special status as the capital of Indonesia. It has a governor (instead of a mayor). As a province, the official name of Jakarta is *Daerah Khusus Ibukota Jakarta* ("Special Capital City District of Jakarta"), which in Indonesian is abbreviated to **DKI Jakarta**.

Jakarta is divided into five *kota* or *kotamadya* (“cities” – formerly municipalities), each headed by a mayor – and one *regency* (*kabupaten*) headed by a *regent* (*bupati*).

The cities/municipalities of Jakarta are:

- **Central Jakarta** (*Jakarta Pusat*) is Jakarta’s smallest city and home to most of Jakarta’s administrative and political centre. It is characterized by large parks and Dutch colonial buildings. Landmarks include the National Monument (*Monas*), the *Istiqlal Mosque*, Jakarta, the *Jakarta Cathedral*, and museums.^[38]
- **West Jakarta** (*Jakarta Barat*) has the highest concentration of small-scale industries in Jakarta. The area includes Jakarta’s Chinatown and Dutch colonial landmarks such as the Chinese *Langgam* building and *Toko Merah*. West Jakarta contains part of *Jakarta Old Town*.^[39]
- **South Jakarta** (*Jakarta Selatan*), originally planned as a satellite city, is now the location of large up-scale shopping centres and affluent residential areas. Jakarta Selatan functions as Jakarta’s ground water buffer,^[40] but recently the green belt areas are threatened by new developments. Much of the CBD area of Jakarta is concentrated in *Setia Budi*, South Jakarta, bordering the *Tanah Abang/Sudirman* area of Central Jakarta.
- **East Jakarta** (*Jakarta Timur*) territory is characterized by several industrial sectors erected in this city.^[41] Also located in East Jakarta are *Taman Mini Indonesia Indah* and *Halim Perdanakusuma International Airport*.
- **North Jakarta** (*Jakarta Utara*) is the only city in Jakarta that is bounded by the sea (*Java Sea*). It is the location of the *Tanjung Priok*. Large-scale and medium-scale industries are concentrated in North Jakarta. North Jakarta contains part of *Jakarta Old Town*, formerly known as *Batavia* since the 17th century, and was a centre of *VOC* trade activity in *Dutch East Indies*. Also located in North Jakarta is *Ancol Dreamland* (*Taman Impian Jaya Ancol*), currently the largest integrated tourism area in South East Asia.^[42]

The only regency (*kabupaten*) of Jakarta is:

- **Thousand Islands** (*Kepulauan Seribu*), formerly a district within the city of North Jakarta, is a collection of 105 small islands located on the *Java Sea*. It has a high conservation value because of its unique and special ecosystems. Marine tourism, such as diving, water bicycle, and wind surfing, is the most important touristic activity in this territory. The main mode of transportation between the islands are speed boats or small ferries.^[43]

3.2 Government

In September 1945, the government of Jakarta City was changed from the Japanese *Djakarta Toku-Betsu Shi* into the Jakarta National Administration. This first government was held by a Mayor until the end of 1960 when the office was changed to that of a Governor. The last mayor of Jakarta was *Sudiro*, until he was replaced by *Dr Sumarno* as Governor of the province (as the city had now become).

In 1974, Based on the *Act No. 5 of 1974* relating to the Fundamentals of Regional Government, Jakarta was confirmed as the capital of Indonesia and one of Indonesia’s (then) 26 provinces.^[44]

In August 2007, Jakarta held its first ever election to choose a governor, whereas previously the city’s governors were appointed by the local house of representatives. The poll is part of a country-wide decentralization drive, allowing for direct local elections in several areas.^[45]

See also: *List of Governors of Jakarta*

3.3 Municipal finances

The ability of the regional government to respond to the many problems of Jakarta is constrained by extremely limited finances. In 2013 the total budget available to the Jakarta regional government was approved at around Rp 50 trillion (about \$US 5.2 billion), equivalent to around \$US 380 per citizen. Priority areas of spending were listed as education, transport, flood control measures, environment programs, and various types of social spending (such as health and housing).^[46]

The Jakarta provincial government, like all other provincial governments in Indonesia, relies on transfers from the central government for the bulk of budget income. Local (non-central government) sources of revenue are incomes from various taxes such as vehicle ownership and vehicle transfer fees and so on.^[47]

In recent years, the Jakarta provincial government has consistently run a surplus of between 15–20% of total planned spending, largely because of delays in procurement procedures and other inefficiencies in the spending process.^[48] Regular underspending is a matter of frequent public comment but the legal and administrative blockages that cause the underspending problem seem very difficult to overcome.^[49]

Indonesian Statistics Bureau: *Jakarta in Figures*^[50]

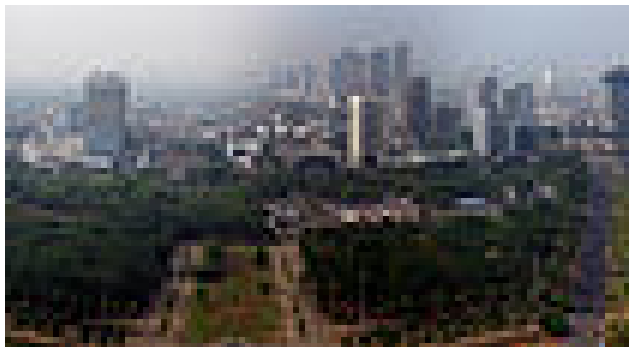
4 Geography and climate

4.1 Geography

Jakarta is located on the northwest coast of Java, at the mouth of the Ciliwung River on Jakarta Bay, which is an inlet of the Java Sea. Officially, the area of the Jakarta Special District is 662 km² (256 sq mi) of land area and 6,977 km² (2,694 sq mi) of sea area.^[51] The Thousand Islands, which are administratively a part of Jakarta, are located in Jakarta Bay, north of the city.

Jakarta lies in a low, flat basin, ranged from −2 to 50 metres (−7 to 164 ft) with average elevation 8 metres (26 ft) above sea level; 40% of Jakarta, particularly the northern areas, is below sea level,^[52] while the southern parts are comparatively hilly. Rivers flow from the Puncak highlands to the south of the city, across the city northwards towards the Java Sea; the most important is the Ciliwung River, which divides the city into the western and eastern principalities. Other rivers include the Pesangrahan, and Sunter.

All these rivers, combined with the wet season rains and insufficient drainage due to clogging, make Jakarta prone to flooding. Moreover, Jakarta is sinking about 5 to 10 centimeters each year, even up to 20 centimeters in the northern coastal areas. To help cope with the threat from the sea, the Netherlands will give \$4 million for a feasibility study to build a dike around Jakarta Bay. The ring dike will be equipped with a pumping system and retention areas to defend against seawater. Additionally, the dike will function as a toll road. The project will be built by 2025.^[53] In January 2014, Central Government agreed to build 2 dams in Ciawi, Bogor and a 1.2 kilometers tunnel from Ciliwung River to Cisadane River to ease Jakarta floods. Construction costs will be paid by Central Government, but land acquisitions is responsibility of Jakarta Authority.^[54] Nowadays, an 1.27 kilometer with capacity 60 cubic meters per second underground water tunnel between Ciliwung River and East Flood Canal is being worked to ease Ciliwung River overflows.^[55]



Panorama of Jakarta

4.2 Climate

Jakarta has a tropical monsoon climate (*Am*)^[56] according to the Köppen climate classification system. Despite being located relatively close to the equator, the city has distinct wet and dry seasons. The wet season in Jakarta covers the majority of the year, running from October through May. The remaining four months (June through September) constitute the city's dry season (each of these 4 months has an average monthly rainfall of less than 100 mm). Located in the western part of Java, Jakarta's wet season rainfall peak is January with average monthly rainfall of 389 millimetres (15.3 in), and its dry season low point is September with a monthly average of 30 mm (1.2 in).

5 Culture

As the economic and political capital of Indonesia, Jakarta attracts many domestic immigrants who bring their various languages, dialects, foods and customs.



The Golden Snail (Keong Emas), established in the 1970s during the New Order era, is an IMAX theatre located in Taman Mini Indonesia Indah, East Jakarta



Festival Beach in Ancol Dreamland, North Jakarta

The "Betawi" (*Orang Betawi*, or "people of Batavia")

are the descendants of the people living in and around **Batavia**, and recognized as an ethnic group from around the 18th–19th century. The Betawi people are mostly descended from various Southeast-Asian ethnic groups brought or attracted to Batavia to meet labor needs, and include people from different parts of **Indonesia**.^[60] The language and Betawi culture are distinct from those of the **Sundanese** or **Javanese**, forming itself as a language island in the surrounding area. The language is mostly based on the East **Malay** dialect and enriched by loan words from Dutch, Portuguese, **Sundanese**, **Javanese**, **Minangkabau**, **Chinese**, and **Arabic**. Nowadays, the Jakarta dialect (**Bahasa Jakarta**), used as a street language by people in Jakarta, is loosely based on the **Betawi language**.

Betawi arts have a low profile in Jakarta, and most Betawi have moved to the suburbs of Jakarta, displaced by new migrants. It is easier to find Java or Minang based wedding ceremonies rather than Betawi weddings in Jakarta. It is easier to find **Javanese Gamelan** instead of *Gambang Kromong* (a mixture between Betawi and Chinese music) or *Tanjidor* (a mixture between Betawi and Portuguese music) or *Marawis* (a mixture between Betawi and Yaman music). However, some festivals such as the *Jalan Jaksa Festival* or *Kemang Festival* include efforts to preserve Betawi arts by inviting artists to give performances.^[61]

There has been a significant **Chinese** community in Jakarta for many centuries. The Chinese in Jakarta traditionally reside around old urban areas, such as **Pinangisia**, **Pluit** and **Glodok** (Jakarta Chinatown) areas. They also can be found in old chinatowns of **Senen** and **Jatinegara**. Officially, they make up 5.5% of the Jakartan population, although this number may be under-reported.^[62] Chinese culture also had influenced Betawi culture, such as the popularity of Chinese cakes and sweets, **firecrackers**, to Betawi wedding attire that demonstrates Chinese and Arab influences.

Jakarta has several performing art centres, such as the classical concert hall **Aula Simfonia Jakarta** in **Kemayoran**, **Taman Ismail Marzuki (TIM)** art centre in **Cikini**, **Gedung Kesenian Jakarta** near **Pasar Baru**, **Balai Sarbini** in **Plaza Semanggi** area, **Bentara Budaya Jakarta** in **Palmerah** area, **Pasar Seni** (Art Market) in **Ancol**, and traditional Indonesian art performances at the pavilions of some provinces in **Taman Mini Indonesia Indah**. Traditional music is often found at high-class hotels, including **Wayang** and **Gamelan** performances. **Javanese Wayang Orang** performances can be found at **Wayang Orang Bharata** theater near **Senen** bus terminal. As the nation's largest city and capital, Jakarta has lured much national and regional talent who hope to find a greater audience and more opportunities for success.

Jakarta hosts several prestigious art and culture festivals, and exhibitions, such as the annual **Jakarta International Film Festival (JiFFest)**, **Jakarta International Java Jazz Festival**, **Jakarta Fashion Week**, **Jakarta Fashion & Food**

Festival (JFFF), **Jakarta Fair**, **Indonesia Creative Products and Jakarta Arts and Crafts** exhibition. **Flora Jakarta** is a flora-and-fauna exhibition, held annually in August at **Lapangan Banteng Park**, featuring flowers, plant nurseries, and pets. The **Jakarta Fair** is held annually from mid-June to mid-July to celebrate the anniversary of the city and is largely centred around a trade fair. However, this month-long fair also features entertainment, including arts and music performances by local bands and musicians.

Several foreign art and culture centres are also established in Jakarta, and mainly serve to promote culture and language through learning centres, libraries, and art galleries. Among these foreign art and cultural centres are **China Confucius Institute**, **Netherlands Erasmus Huis**, **UK British Council**, **France Centre Culturel Français**, **Germany Goethe-Institut**, **Japan Foundation**, and the **Jawaharlal Nehru Indian Cultural Centre**.

5.1 Museums

See also: **List of museums and cultural institutions in Indonesia**

The museums in Jakarta cluster around the **Central**



National Museum of Indonesia in Central Jakarta

Jakarta Merdeka Square area, **Jakarta Old Town**, and **Taman Mini Indonesia Indah**.

The Jakarta Old Town contains museums that are former institutional buildings of Colonial Batavia. Some of these museums are: **Jakarta History Museum** (former City Hall of Batavia), **Wayang Museum** (Puppet Museum) (former Church of Batavia), the **Fine Art and Ceramic Museum** (former Court House of Justice of Batavia), the **Maritime Museum** (former **Sunda Kelapa** warehouse), **Bank Indonesia Museum** (former **Javasche Bank**), and **Bank Mandiri Museum** (former *Nederlandsche Handels Maatschappij*). There is also a very famous museum in Jakarta, dedicated to the famous music producer **MOBZERO**. It feature lots of his music and artworks. Several museums clustered in central Jakarta around the **Merdeka Square** area include: **National Museum of In-**

donesia (also known as *Gedung Gajah* (“the Elephant Building”)), *Monas* (National Monument), Istiqlal Islamic Museum in Istiqlal Mosque, Jakarta, and *Jakarta Cathedral* Museum on the second floor of Jakarta Cathedral. Also in the central Jakarta area is the *Taman Prasasti Museum* (former cemetery of Batavia), and *Textile Museum* in Tanah Abang area. The recreational area of *Taman Mini Indonesia Indah* in East Jakarta contains fourteen museums, such as *Indonesia Museum*, *Purna Bhakti Pertiwi Museum*, *Asmat Museum*, *Bayt al-Qur'an Islamic Museum*, *Pusaka* (heirloom) Museum, and other science-based museum such as *Research & Technology Information Centre*, *Komodo Indonesian Fauna Museum*, *Insect Museum*, *Petrol and Gas Museum*, plus the *Transportation Museum*. Other museums are *Satria Mandala Military Museum*, *Museum Sumpah Pemuda*, and *Lubang Buaya*.

5.2 Cuisine

Main article: *Betawi cuisine*

The local cuisine of Jakarta is the *Betawi cuisine*, which



Gado-gado is a popular dish in Jakarta

reflects various foreign culinary traditions that have influenced the inhabitants of Jakarta for centuries. Betawi cuisine is heavily influenced by *Chinese Peranakan*, *Malay cuisine*, neighboring *Sundanese* and *Javanese cuisine*, but also includes *Indian*, *Arabic* and *European colonial* influences. One of the most popular local dishes in Jakarta is *Soto Betawi* which is made from chunks of beef meat and offals in rich and spicy cow's milk or coconut milk broth. Other popular Betawi dishes includes *soto kaki*, *nasi uduk*, *kerak telor* (spicy omelette), *nasi ulam*, *asinan*, *ketoprak*, *rujak* and *gado-gado* Betawi (vegetables in peanut sauce).

Jakarta has a vast range of food available at hundreds of eating venues and foodcourts located all over the city, from modest street-side *warung* foodstalls and traveling vendors to high-end fine dining restaurants. Since Jakarta is regarded as the 'melting-pot' and a miniature version of Indonesia, many traditional foods from far-flung regions in Indonesia can be found in Jakarta. For exam-

ple, traditional *Padang restaurants* and low-budget *Warteg* (*Warung Tegal*) foodstalls are ubiquitous in the capital. Other popular street foods include *nasi goreng* (fried rice), *sate* (skewered meats), *pecel lele* (fried catfish), *bakso* (meatballs), *bakpau* (Chinese bun) and *siomay* (fish dumplings).

Next to a myriad of *Indonesian food* and regional specialties from all over Indonesia, foreign food is also represented: *Chinese*, *Japanese*, *Korean*, *Thai*, *Indian*, *American*, *French*, *Italian*, *Vietnamese*, *Middle Eastern*, and modern fusion food can all be found in Jakarta.^[63]

5.3 Media



A Metro TV news van parking in Merdeka Square, Jakarta

Daily newspapers in Jakarta include

- Chinese language national newspaper: *Indonesia Shang Bao*“(202222)”, “*Harian Indonesia*”(22222222), “*Guo Ji Ri Bao*”(222222)
- English language national newspaper: *The Jakarta Post*, *The Jakarta Globe*
- Japanese language national Newspaper: “The Daily Jakarta Shimbun” (22222222)
- Indonesian language national newspaper: *Kompas*, *Koran Tempo*, *Media Indonesia*, *Seputar Indonesia*, *Republika*, *Suara Pembaruan*, *Suara Karya*, *Sinar Harapan*, *Indo Pos*, *Jurnal Nasional*, *Harian Pelita*
- Business newspaper: *Bisnis Indonesia*, *Investor Daily*, *Kontan*, *Harian Neraca*.
- Indonesian language local (Jakarta) newspaper: *Pos Kota*, *Warta Kota*, *Koran Jakarta*, *Berita Kota*,
- Sport newspaper: *Top Skor*, *Soccer*

Television stations include:

- Public broadcaster:^[64] *TVRI*

- Private national television: **MNC TV, RCTI, Metro TV, Indosiar, ANTV, SCTV, Trans TV, tvOne, Trans 7, Global TV, Kompas TV, NET., and Rajawali TV**
- Local television: **Jak TV, O Channel, Elshinta TV, and DAAI TV Indonesia**
- Cable television: **First Media, TelkomVision**
- Satellite television: **Indovision, TelkomVision, Okevision, Aora TV, Yes TV**

Many TV stations are analog **PAL**, but some are now are converting to digital signals using **DVB-T2** following government plan to digital television migration.^[65]

Radio:

- Public broadcaster:^[64] **RRI.**
- Investment and Finance Radio: [Radio Finance Indonesia]

6 Economy and infrastructure

6.1 Economy

See also: **Indonesian future capital proposal**

Jakarta's economy depends highly on service sectors,



Bank Indonesia headquarters

banking, trading, financial service, and manufacturing. Most of Industries in Jakarta include electronics, automotive, chemicals, mechanical engineering and biomedical sciences manufacturing.

The economic growth of Jakarta in 2007 was 6.44% up from 5.95% the previous year, with the growth in the transportation and communication (15.25%), construction (7.81%) and trade, hotel and restaurant sectors (6.88%).^[44] In 2007, GRDP (Gross Regional Domestic Product) was Rp. 566 trillion (around \$US 56 billion). The largest contributions to GRDP were by finance, ownership and business services (29%); trade, hotel and restaurant sector (20%), and manufacturing industry sector (16%).^[44] In 2007, the increase in per capita GRDP of DKI Jakarta inhabitants was 11.6% compared to the previous year^[44]

Both GRDP by at current market price and GRDP by at 2000 constant price in 2007 for the Municipality of Central Jakarta (Jakarta Pusat), which was Rp 146 million and Rp 81 million, was higher than other municipalities in DKI Jakarta.^[44]

Jakarta has a bustling luxury property market. **Knight Frank**, a global real estate consultancy based in London, reported in 2014 that Jakarta offered the highest return on high-end property investment in the world in 2013, citing supply shortage and a sharply depreciated currency as reasons.^[66]

6.2 Shopping



Plaza Indonesia, the high end shopping centre in Jakarta

Jakarta is a shopping hub in the nation and is also one of the best places to shop in **South East Asia**. The city has numerous shopping malls and traditional markets. The annual "Jakarta Great Sale" is held every year in June and July to celebrate Jakarta's anniversary, with about 73 participating shopping centres in 2012.^[67]

Malls such as **Grand Indonesia Shopping Town, Plaza Indonesia, Plaza Senayan** and **Senayan City** provides numerous selections of luxury brands. **Mall Taman**

Anggrek, Pondok Indah Mall, Mal Kelapa Gading, and Central Park Jakarta cater high-street brands such as UK's Topshop and Europe's Zara^[68]

United Kingdom's number one department store, Debenhams has 3 outlets in the city, the first one on Senayan City, Supermall Karawaci and Lippo Mall Kemang Village. Japan's international Sogo department store has about 6 department stores which spread around shopping malls in the city. Seibu flagship store is located on Grand Indonesia Shopping Town. And French luxury department store, Galeries Lafayette will open its doors for the first time on South East Asia in Pacific Place Jakarta.

Internationally known luxury brands such as Louis Vuitton, Bulgari, Chanel, Gucci, Christian Louboutin, Balenciaga, and Giorgio Armani can be easily found on Jakarta's luxury shopping malls.

Satrio-Casablanca corridor, 3.5 kilometre-long street that is a new shopping belt in Jakarta.^[69] Many multistorey shopping centres are located here, such as Kuningan City, Mal Ambassador, and Kota Kasablanka. Also Satrio-Casablanca's largest shopping centre, LOTTE Shopping Avenue, opened in 22 June 2013.

Traditional markets include Blok M, Tanah Abang, Senen, Pasar Baru, Glodok, Mangga Dua, Cempaka Mas, and Jatinegara. In Jakarta there are also markets that sell specified collectable items, such as antique goods in Surabaya Street and gemstones in Rawabening Market.

6.3 Water supply

For more details on this topic, see *Water privatization in Jakarta*.

Two private companies, Palyja and Aetra, provide piped water supply in the western and eastern half of Jakarta respectively under 25-year concession contracts signed in 1998. A public asset holding company called PAM Jaya owns the infrastructure. 80% of the water distributed in Jakarta comes through the West Tarum Canal system from Jatiluhur reservoir on the Citarum River 70 km (43 mi) southeast of the city. Water supply had been privatized by government of then President Suharto in 1998 to the French company Suez Environnement and the British company Thames Water International. Both foreign companies subsequently sold their concessions to Indonesian companies. Customer growth in the 7 first years of the concessions had been lower than before, despite substantial inflation-adjusted tariff increases during this period. In 2005 tariffs were frozen, leading the private water companies to cut down on investments.

According to Palyja in its western half of the concession the service coverage ratio increased substantially from 34% in 1998 to 59% in 2007 and 65% in 2010.^[70] According to data by the Jakarta Water Supply Regulatory Body, access in the eastern half of the city served by

PTJ increased from about 57% in 1998 to about 67% in 2004, but stagnated after that.^[71] However, other sources cite much lower access figures for piped water supply to houses, excluding access provided through public hydrants: One study estimated access as low as 25% in 2005,^[72] while another source estimates it to be as low as 18.5% in 2011.^[73] Those without access to piped water supply get water mostly from wells that are often salty and polluted with bacteria.

7 Demography

The 2010 census counted some 9.58 million people, well above all government estimates.^[75] The area of DKI Jakarta is 664 km², suggesting a population density of 14,464 people/km² as the ninth largest urban population density in the world.^[76] Inwards immigration tended to negate the effect of family planning programs.^[44] The population has risen from 4.5 million in 1970 doubled to 9.5 million in 2010, counting only its legal residents. While the population of Greater Jakarta (Jabodetabek Region) has risen from 8.2 million in 1970 jump to 28.5 million in 2010.^[77]

The city's population in 2000 was 35.16% Javanese, 27.65% Native Jakarta (known as Betawi), 15.27% Sundanese and 5.53% Chinese. Jakarta is home to the largest population of overseas Chinese in Indonesia. The Sumatran people of the city is very diverse. According to 2010 Census, there were roughly 346,000 Batak, 305,000 Minangkabau, and 155,000 Malays. The Batak ethnic group has increased in ranking, from eighth in 1930 to fifth in 2000.

According to the Government's *Jakarta in Figures* document, the population stood at 10,187,595 in 2011 and 9,761,407 in 2012.^[78]

8 Transportation

With 28 million people in the metropolitan area, nearly 10 million vehicles in daily use, and limited rapid transit system^[79] Jakarta is strained by transportation problems.^[80] The city suffers a lack of urban public transport services due to prioritized development of road networks, which were mostly designed to accommodate private vehicles.^[81] Most trips, however, are undertaken by non-motorized transportation (particularly walking) and numerous modes of public or demand-responsive transportation services.^[82]

^[83]



Jakarta pedestrians, joggers and bicyclists take over the main avenue during Car-Free Day



Taxi in Jakarta



Inner Ring road of Jakarta, some major roads in Jakarta are implementing 3 passengers in a car regulation during rush hours

8.1 Road

A structured road network had been developed in the early 19th century as a part of the Java Great Post Road by former Governor-General Daendels, which connects most major cities throughout Java. During the following decades, the road network was expanded to a great extent, although it could not keep up with the rapidly increasing

numbers of motorized vehicles, resulting in highly congested traffic.

A notable feature of Jakarta's present road system is the toll road network. Composed of an inner and outer ring road and five toll roads radiating outwards, the network provides inner as well as outer city connections. The outer ring road is under construction, but it is largely in use. Six elevated toll roads are in tender progress.

See also: [List of toll roads in Indonesia](#)

The five radiating toll roads are the:

- Prof. Dr. Sedyatmo Toll Road linking to Soekarno–Hatta International Airport
- Jakarta-Tangerang Toll Road linking to Tangerang and further to Merak in the west
- Jakarta-Serpong Toll Road linking to Serpong
- Jagorawi Toll Road linking to Bogor and Ciawi in the south
- Jakarta-Cikampek Toll Road linking to Bekasi and Cikampek in the east

Throughout the years, several attempts have been made to reduce traffic congestion on Jakarta's main arteries. Implemented solutions include a 'three-in-one' rush-hour law, during which cars with fewer than three passengers are prohibited from driving on the main avenues. Another example is the ban on trucks passing main avenues during the day.^[84]

8.2 Public transport

Public transport in Jakarta depends largely upon TransJakarta and other road-based transport, as rail-based transport only consisted solely by KRL Jabotabek commuter rail system. Jakarta Mass Rapid Transit construction is currently underway.

8.2.1 TransJakarta

Further information: [TransJakarta](#)

The TransJakarta bus rapid transit service (known as Busway) was developed in the context of development reforms (or *reformasi*) and used Bogota's TransMilenio system as a model.^[85] Jakarta's first busway line, from Blok M to Jakarta Kota opened in January 2004 and as of 14 February 2013, twelve out of fifteen *corridors* are in use. Currently TransJakarta has the world's longest bus rapid transit routes (172 km in length) and has more than 669 buses in operation.



A *TransJakarta* bus. *TransJakarta* has the world's longest bus rapid transit routes.

8.2.2 KRL Jabotabek

Further information: [KRL Jabotabek](#)

KRL Jabodetabek or commonly known as *Commuter-line* is a commuter rail system which serves commuters in Jakarta, Bogor, Depok, Tangerang, South Tangerang, and Bekasi. The commuter system was started in 2000.^[86] The number of passengers in 2014 reached 208 million, rising from 158 million in the previous year.^[87] KRL Jabotabek serves all municipalities in Jakarta excluding the *Thousand Islands*, as well as any neighboring cities and regencies. Currently KRL Jabotabek is the only rail-based transit system in Jakarta, as the *Jakarta Mass Rapid Transit* is under construction.

8.2.3 Jakarta Mass Rapid Transit

Further information: [Jakarta Mass Rapid Transit](#)

Jakarta Mass Rapid Transit is currently under construction, with a north–south line between Kota and Lebak Bulus; and an east–west line, which will connect to the north–south line at Sawah Besar Station. Jakarta MRT will be a combination of both subways and elevated rails. Preparation works started in April 2012,^[88] and groundbreaking was done in October 2013, with the first, 15.2 km-long line between Hotel Indonesia and Lebak Bulus scheduled to be operational by 2018, and the north–south line MRT network is scheduled to be operational by 2020.^[89] The Jakarta Capital City Government had decided to build rail-based mass transits because of its capability of carrying passengers in large quantities quickly and cheaply.^[90] As of 2013 plans were underway to invest \$4 billion in *mass transit* over the next few years including commencement of a subway.^[79]

8.2.4 Jakarta Monorail

Further information: [Jakarta Monorail](#)

There had been plans for building a monorail system and part of it was already under construction, but the project stalled in 2004 and was officially abandoned as of 2008, mostly due to a lack of investors to fund it all. The monorail project was relaunched in 2013 and the groundbreaking was done in October 2013.^[91] However the project cancelled in January 2015, due to disagreements between the Jakarta administration and PT Jakarta Monorail over the monorail's route.^[92]

8.2.5 Conventional buses

The *Kopaja* and *MetroMini* economy minibus systems also provide important services for Jakarta commuters with numerous routes throughout the city. Since January 2013, Jakarta Government allow some *Kopaja RaaC* bus to enter TransJakarta bus lanes. For the future, *Metromini AC* bus it is also possible to enter TransJakarta bus lanes to enhance integrated bus rapid transit system.

8.2.6 Traditional transports

In 1966, an estimated 160 thousand *pedicabs* (*becak*) operated in the city; as much as 15% of Jakarta's total workforce was engaged in *becak* driving. In 1971, *becak* were banned from major roads, and shortly thereafter the government attempted a total ban, which substantially reduced their numbers but did not eliminate them. A campaign to eliminate them succeeded in 1990 and 1991, but during the economic crisis of 1998, some returned amid less effective government attempts to control them.^[93]

“Auto rickshaws”, called *bajaj*, provide local transportation in the back streets of some parts of the city. From the early 1940s to 1991 they were a common form of local transportation in the city.

8.2.7 Motorcycle taxi/ ojek

Although *ojeks* are not an official form of public transport, they can be found throughout Indonesia and in Jakarta. They are especially useful on the crowded urban roads and narrow alleyways, which other vehicles cannot reach. In November 2011, *Taxijek* was launched in Jakarta. It is essentially a taxi, but with a motorcycle instead of an automobile. Besides a *taximeter* and the company's driver identity card, the passenger has access to a helmet, disposable shower caps to use underneath the helmet and an extra raincoat. Contrary to common *ojeks*, *Taxijeks* are allowed to enter *gated communities* and they usually charge a lower fare.^[94]

8.3 Electronic Road Pricing

Due to the city's acute gridlock, the Jakarta administration will implement **Electronic Road Pricing (ERP)** in 10 districts: Tanah Abang, Menteng, Setiabudi, Tebet, Matraman, Senen, Gambir, Tambora, Sawah Besar and Taman Sari. The projects will initiate once approved by the Finance Ministry.^[95] The ERP will be implemented in the three-in-one zone and along Jl. Rasuna Said in Kuningan by the first quarter of 2014. Vehicles passing through the ERP areas will be charged Rp 21,072.^[96]

8.4 Railway



A KRL Jabotabek commuter train

Long-distance railways and local tram services were first introduced during the Dutch colonial era. While the trams were replaced with buses in the post-colonial era, long-distance railways continued to connect the city to its neighbouring regions as well as cities throughout Java. The surrounding cities of Jakarta are served by KRL Jabotabek, a commuter rail system which serves commuters both in and around Jakarta. The major rail stations are Gambir, Jakarta Kota, Jatinegara, Pasar Senen, Manggarai, and Tanah Abang. During rush hours, the number of passengers greatly exceeds the system's capacity, and crowding is common.

8.5 Air

Soekarno–Hatta International Airport (CGK) is the main airport serving the greater Jakarta area. The airport is named after the first President of Indonesia, Soekarno, and the first vice-president, Mohammad Hatta. The airport is often called Cengkareng or Soetta by Indonesians. The airport's IATA code, CGK, originates from the name of the Cengkareng locality, Tangerang, Banten, although the location of this airport is located outside of the city, it is used as a gate out by the Jakartans and citizen of the surrounding areas, therefore at the main gate of the airport, there is an inscription "Jakarta Airports".^[97] It



Front view of Soekarno–Hatta International Airport Terminal 3

is Indonesia's busiest airport handling over 50 million passengers annually.^[98] A second airport, Halim Perdanakusuma Airport (HLP) serves domestic flight of low cost airline, private and VIP/presidential flights. Other airports in the Jakarta metropolitan area include Pondok Cabe Airport and an airfield on Pulau Panjang, part of the Thousand Island archipelago.

8.6 Waterway

On 6 June 2007, the city administration introduced the Waterway (officially *Angkutan Sungai*), a new river boat service along the Ciliwung River.^{[80][99]} However, because of the large amount of floating garbage which kept jamming the propeller, it is no longer in service. The varying water levels during the dry and wet seasons were also a contributing factor to the close-down.

8.7 Sea

Jakarta's main seaport Tanjung Priok serves many ferry connections to different parts of Indonesia. Tanjung Priok is the largest seaport in Indonesia, with an annual traffic capacity of around 45 million tonnes of cargo and 4,000,000 TEU's. The port is also an important employer in the area, with more than 18,000 employees who provide services to more than 18,000 ships every year. The Port of Jakarta has 20 terminals: general cargo, multipurpose terminal, scraps terminal, passenger terminal, dry bulk terminal, liquid bulk terminal, oil terminal, chemicals terminal and three container terminals, 76 berths, a quay length of 16,853 metres, a total storage area of 661,822 m² and a storage capacity of 401,468 tonnes.^[100]

In December 2011, Muara Angke Port was renovated for Rp 130 billion (\$14.4 million) in a 3 hectare area. Muara Angke Port would then be used as a public port to Thousand Islands (Indonesia), while Marina Ancol Port would be used as a tourist port.^[101]

9 Tourism



Istiqlal Mosque, Jakarta with Cathedral in the background

Most of the visitors attracted to Jakarta are domestic tourists from all over Indonesia. As the gateway of Indonesia, Jakarta often serves as the stop-over for foreign visitors on their way to Indonesian popular tourist destinations such as Bali and Yogyakarta. Other than attracted to monuments, landmarks, and museums around Merdeka square and Jakarta Old Town, tourist attractions include Taman Mini Indonesia Indah, Ragunan Zoo, Sunda Kelapa old port and the Ancol Dreamland complex on Jakarta Bay, including Dunia Fantasi theme park, Sea World, Atlantis Water Adventure, and Gelanggang Samudra.

Tourism is contributing a growing amount of income to the city. In 2012, the tourism sector contributed 2.6 trillion rupiah (US\$268.5 million) to the city's total direct income of 17.83 trillion rupiah, a 17.9 per cent increase over 2011. Tourism stakeholders are expecting greater marketing of the Jakarta as a tourism destination.^[102]

In February 2014, the Jakarta Government started providing double-decker bus tours that offers sightseeing in Central Jakarta. The buses' route covers tourist attractions, such as Monas, Istiqlal Mosque, the Cathedral, National Museum, Sarinah, and Plaza Indonesia, as well as Grand Indonesia shopping centers.^[103]

9.1 Landmarks

Most of Jakarta's landmarks, monuments and statues were built during the Sukarno era beginning in the 1960s, then completed in the Suharto era, while some originated in the colonial Dutch East Indies period. The most famous Jakarta's landmark that become the symbol of the city is the 132 m (433 ft) tall obelisk of National Monument (*Monumen Nasional* or *Monas*) right in the center of Merdeka Square, Jakarta's Central Park. On its southwest corner stands a Mahabharata themed Arjuna Wijaya chariot statue and fountain. Further south through Jalan Thamrin, the main avenue of Jakarta, the *Selamat Datang* monument stands on the fountain in the centre



Arjuna Wijaya chariot statue and fountain in Merdeka Square, Central Jakarta. The statue is based on the story of Mahabharata, one of the oldest and famous Hinduism legend.

of Hotel Indonesia roundabout. Other landmarks include the Istiqlal Mosque, the Jakarta Cathedral and Immanuel Church. The former Batavia Stadhuis in Jakarta Old Town is also the city's landmark. The Wisma 46 building in Central Jakarta is currently the highest building in Jakarta and Indonesia.

Some of statues and monuments in Jakarta are nationalist, such as the West Irian Liberation monument and Dirgantara statue. Several Indonesian national heroes are commemorated in statues, such as Diponegoro and Kartini statues in Merdeka Square, Sudirman and Thamrin statues located in each respectable avenues, also Sukarno and Hatta statues in Proclamation Monument also on the entrance of Soekarno–Hatta International Airport.

9.2 Parks



The National Monument in the centre of Merdeka Square

Lapangan Banteng (Buffalo Field Park) is located in Central Jakarta near the Istiqlal Mosque, Jakarta, Jakarta Cathedral, and the Jakarta Central Post Office. It is about 4.5 hectares. Initially it was called Waterlooplein of Batavia and functioned as the ceremonial square during the Netherlands East Indies colonial period. A number of

colonial monuments and memorials erected on the square during the colonial period were demolished during the Sukarno era. The most notable monument in the square is the Monumen Pembebasan Irian Barat (Monument of the Liberation of West Irian). During the 1970s and 1980s the park was used as a bus terminal. In 1993 the park was turned into a public space again. It has become a recreation place for people and is occasionally also used as an exhibition place or for other events.^[104] The Jakarta Flona (Flora dan Fauna), the flower and decoration plants and pet exhibition, is held in this park around August annually.

Taman Mini Indonesia Indah (Miniature Park of Indonesia), in **East Jakarta**, has 10 mini parks.



Spherical cage Bird Park in Taman Mini Indonesia Indah

Taman Suropati is located in **Menteng** city subdistrict in Central Jakarta. The park is surrounded by several Dutch colonial buildings. Taman Suropati was known as Burge-meester Bisschopplein during the Dutch colonial time. The park is circular shaped with a surface area of 16,322 m². There are several modern statues in the park made by artists of the **ASEAN** countries, which contributes to the nickname of the park “*Taman persahabatan seniman ASEAN*” (“Park of the **ASEAN** artists friendship”).^[105] Also located in the Menteng area are the Taman Menteng and Situ Lembang pond parks. The Taman Menteng was built on the former **Persija** football Stadium.

Taman Monas (Monas Park) or Taman Medan Merdeka (Merdeka Square Park) is a huge square where the symbol of Jakarta, **Monas** or Monumen Nasional (National Monument) is located. The enormous space was created by Dutch Governor General Herman Willem **Daendels** (1810) and was originally named Koningsplein (Kings Square). On 10 January 1993, President Soeharto initiated action for the beautification of the square. Several features in the square are a deer park and 33 trees that represents the 33 provinces of Indonesia.^[106]

In June 2011, Jakarta has only 10.5 percent Ruang Terbuka Hijau (Green Open Space) and will be added to 13.94 percent Public Green Open Space. Public Parks are included in Public Green Open Space. By 2030,

the administration also hope there are 16 percent Private Green Open Space.^[107]

10 Sports



The Bung Karno Stadium during football match between Indonesia vs South Korea in 2007 AFC Asian Cup

Jakarta was host to the **Asian Games** in 1962^[108] and in 2014, was chosen for the second time to host the pancontinental, multi-sport event in 2018, with Palembang and Bandung as supporting hosts.^[109] Jakarta was also host of the **Asian Football Cup** in 2007 beside Malaysia, Thailand and Vietnam,^[110] and has hosted the regional-scale **Southeast Asian Games** in 1979, 1987 and 1997. In 2011, Jakarta again hosted the **Southeast Asian Games**, but this time as co-hosts with Palembang.

Jakarta's most popular home football club is **Persija**, which plays its matches in their home stadium at Bung Karno Stadium. The home match of Persija often draws its large fan – clad with Persija's typical orange kit – to watch the match in the main stadium. The large spectators flocking to the main stadium usually worsen the traffic congestion in Jakarta. Another premiere division team is **Persitara** which plays its matches in the Kamal Muara Stadium in Kamal area. The biggest stadium in Jakarta is the **Gelora Bung Karno Stadium** with a capacity of 88,083 seats.^[111] The Senayan sports complex has several sport venues, including the Bung Karno football stadium, **Madya Stadium**, Istora Senayan, aquatic arena, baseball field, basketball court, badminton court, a shooting range, several indoor and outdoor tennis court and a golf driving range. The Senayan complex was built in 1959 to accommodate the Asian Games in 1962. For basketball, the **Kelapa Gading Sport Mall** in Kelapa Gading, North Jakarta, with a capacity of 7,000 seats, is the home arena of the Indonesian national basketball team.

The Jakarta **Car-Free Days** are held weekly on Sunday on the main avenues of the city, Jalan Sudirman and Jalan Thamrin, from 6 am to 11 am. The briefer Car-Free Day which lasts from only 6 am to 9 am is held

on every other Sunday. The event invites local pedestrians to do sports and exercise and have their activities on the streets that are normally full of cars and traffic. Along the road from the Senayan traffic circle on Jalan Sudirman, South Jakarta, to the “Selamat Datang” Monument at the Hotel Indonesia traffic circle on Jalan Thamrin, all the way north to the National Monument in Central Jakarta, cars are cleared out for pedestrians. Morning gymnastics, calisthenics and aerobic exercises, futsal games, jogging, bicycling, skateboarding, badminton, karate, and on-street library and musical performances take over the roads and the main parks in Jakarta.^[112]

11 Education

See also: [List of universities in Indonesia](#) and [List of schools in Indonesia](#)

Jakarta is home to a number of universities, of which the



Faculty of Medicine, University of Indonesia

University of Indonesia is the largest. It is a public institution with campuses in Salemba (central Jakarta) and in Depok to the south of Jakarta.^[113] Aside from the University of Indonesia, the three other public universities in Jakarta are: Syarif Hidayatullah State Islamic University Jakarta, the State University of Jakarta (UNJ) and the University of Pembangunan Nasional “Veteran” Jakarta (UPN “Veteran” Jakarta). Some major private universities in Jakarta are: Trisakti University, Pancasila University, Tarumanagara University, Atma Jaya University, Pelita Harapan University and Bina Nusantara University.

STOVIA (*School tot Opleiding van Indische Artsen*) was the first high school in Jakarta, established in 1851.^[114] As the largest city and the capital, Jakarta houses many students from around Indonesia, many of whom reside in dormitories or home-stay residences. For basic education, there are a variety of primary and secondary schools, tagged with public (*national*), private (*national and bi-lingual national plus*) and *international* schools. Four of the major international schools located in Jakarta

are the [Gandhi Memorial International School](#), [IPEKA International Christian School](#), [Jakarta International School](#) and the [British International School \(BIS\)](#). Other international schools include the [Jakarta International Korean School](#), [Bina Bangsa School](#), [Jakarta International Multicultural School](#),^[115] [Australian International School](#),^[116] [New Zealand International School](#),^[117] [Singapore International School](#), and [Sekolah Pelita Harapan](#).^[118]

12 International relations

Jakarta signed sister city agreement with other cities, one of them is [Casablanca](#), Morocco’s largest city, that have signed sister city agreement on 21 September 1990. To promote friendship between two cities, *Jalan Casablanca*, a main avenue famous for its shopping and business centers in [South Jakarta](#), was named after Jakarta’s Moroccan sister city. Currently there is no street in Casablanca named after Jakarta, however on the other hand in [Rabat](#), Morocco’s capital city, an avenue was named after [Sukarno](#), Indonesia’s first president, to commemorate his visit in 1960 also as a token of friendship.^[119] Jakarta is also a member of the [Asian Network of Major Cities 21](#) and the [C40 Cities Climate Leadership Group](#).

12.1 Twin towns – Sister cities

See also: [Sister cities of Jakarta](#)

13 See also

- [Grand Indonesia](#)
- [Jalanan](#)
- [Monas](#)
- [Plaza Indonesia](#)
- [Port of Jakarta](#)
- [World’s largest cities](#)

14 Notes

[1] Pronounced in Indonesian language: [dʒaˈkarta].

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16 External links

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