

## ECONOMIC IMPACT OF THE JAKARTA-BANDUNG HIGH-SPEED RAIL ON MALANGNENGAH VILLAGE COMMUNITY

**Gaida Nisa Mutmainah<sup>1</sup>, Arief Mulyawan Thoriq<sup>2</sup>**

<sup>1,2</sup> STAI Dr. KH. EZ. Muttaqien Purwakarta, Indonesia

Email: gaidanisamutmainah@gmail.com<sup>1</sup>

---

ISBN: 978-623-97987-1-0

**Received:** 01 October 2025

**Accepted:** 25 October 2025

**Published:** 21 January 2026

---

### **Abstract:**

This study explores the economic transformation of Malangnengah Village, Sukatani District, Purwakarta Regency, caused by the Jakarta–Bandung High-Speed Rail project. The research aims to describe the changes experienced by the community, analyze their impacts, and evaluate them within the framework of Islamic economics. A qualitative descriptive method was applied, with data collected through observation, in-depth interviews, and documentation. The findings reveal significant disruptions in local livelihoods, including the decline of agriculture, the cessation of PT Hanusentra Agroselo's operations, and the weakening of the village cooperative (*KUD*). Household incomes decreased, purchasing power fell, and many residents shifted to informal or precarious jobs. Public facilities such as schools and sports fields were relocated, affecting social cohesion. Several families became dependent on external assistance, reducing their economic resilience. From an Islamic economic perspective, these conditions show the lack of distributive justice (*al-'adl*), protection of wealth (*hifdz al-mal*), and public welfare (*maslahah*). The study concludes that infrastructure development should not only pursue growth but also ensure fairness, protection, and sustainability for local communities.

**Keywords:** *economic change, infrastructure development, Jakarta–Bandung High-Speed Rail, Islamic economics*

### **Abstrak:**

Penelitian ini mengkaji transformasi ekonomi masyarakat Desa Malangnengah, Kecamatan Sukatani, Kabupaten Purwakarta, akibat Proyek Kereta Cepat Jakarta–Bandung. Tujuan penelitian adalah mendeskripsikan perubahan ekonomi yang dialami masyarakat, menganalisis dampaknya, serta mengevaluasinya dalam kerangka ekonomi syariah. Metode yang digunakan adalah kualitatif deskriptif dengan teknik pengumpulan data melalui observasi, wawancara mendalam, dan dokumentasi. Hasil penelitian menunjukkan adanya gangguan signifikan terhadap mata pencarian warga, termasuk menurunnya aktivitas pertanian, berhentinya operasi PT Hanusentra Agroselo, serta melemahnya peran KUD desa. Pendapatan keluarga menurun, daya beli melemah, dan banyak warga beralih ke pekerjaan informal. Relokasi fasilitas publik seperti sekolah dan lapangan olahraga turut memengaruhi kohesi sosial masyarakat. Sebagian keluarga menjadi bergantung pada bantuan luar desa sehingga kemandirian ekonomi menurun. Dalam perspektif ekonomi syariah, kondisi ini menunjukkan belum terpenuhinya prinsip keadilan distribusi (*al-'adl*), perlindungan harta (*hifdz al-mal*), dan kemaslahatan (*maslahah*). Penelitian ini menyimpulkan bahwa pembangunan infrastruktur seharusnya tidak hanya mengejar pertumbuhan ekonomi, tetapi juga menjamin keadilan, perlindungan, dan keberlanjutan bagi masyarakat lokal.

**Kata Kunci:** *perubahan ekonomi, pembangunan infrastruktur, Kereta Cepat Jakarta–Bandung, ekonomi syariah*

## INTRODUCTION

Large-scale infrastructure development has become a central strategy in national economic agendas across developing countries, particularly as governments seek to accelerate connectivity, productivity, and regional integration. Infrastructure projects such as highways, ports, airports, and railways are often justified through their expected contribution to economic growth, investment attraction, and job creation. In Indonesia, infrastructure development has been positioned as a key pillar of national development policy, especially during the last decade, with a strong emphasis on strategic projects designed to enhance interregional mobility and reduce logistical costs (Bank, 2020).

Among these strategic initiatives, the Jakarta–Bandung High-Speed Rail project represents a landmark development in Indonesia's transportation sector. As the first high-speed rail system in Southeast Asia, the project is expected to significantly shorten travel time between Jakarta and Bandung, stimulate regional economic growth, and strengthen Indonesia's position in global infrastructure modernization. From a macroeconomic perspective, the project is frequently framed as a symbol of technological advancement and national progress. However, behind these macro-level narratives, large-scale infrastructure projects often produce complex and uneven social and economic consequences, particularly for local communities residing in project-affected areas.

Scholarly literature increasingly emphasizes that infrastructure development is not a value-neutral process. While it may generate aggregate economic benefits, it can simultaneously disrupt local livelihoods, alter traditional economic structures, and exacerbate socio-economic inequalities if not managed inclusively (Flyvbjerg 2014). Communities located along infrastructure corridors often experience land acquisition, loss of productive assets, environmental degradation, and changes in employment patterns. These impacts are frequently underrepresented in policy evaluations that prioritize cost-benefit analyses at the national or regional level.

In the context of the Jakarta–Bandung High-Speed Rail project, public discourse and academic attention have largely focused on technical feasibility, financing schemes, and macroeconomic benefits. Studies tend to evaluate the project in terms of transportation efficiency, investment value, and national competitiveness (Siddiqi 2004). However, relatively limited attention has been paid to the lived economic realities of rural communities whose social and economic systems have been directly transformed by the project. This gap is particularly evident at the village level, where the impacts of infrastructure development are experienced most tangibly.

Malangnengah Village, located in Sukatani District, Purwakarta Regency, represents one such community. Prior to the construction of the Jakarta–Bandung High-Speed Rail, Malangnengah Village functioned as a relatively self-sustaining rural economy. Agricultural activities constituted the backbone of local livelihoods, supported by complementary economic institutions such as the Village Unit Cooperative (*Koperasi Unit Desa/KUD*) and agro-industrial enterprises, including PT Hanusentra Agroselo. These institutions not only provided employment opportunities but also played a crucial role in maintaining economic circulation and social cohesion within the village.

The commencement of the high-speed rail project marked a turning point in the village's economic trajectory. Agricultural land acquisition, the reconfiguration of spatial arrangements, and the relocation of public facilities altered the foundation of the local economy. Many residents who had previously relied on farming and village-based economic activities were compelled to shift toward project-related labor or informal employment. While such transitions are often framed as indicators of modernization, they also carry risks of income instability, skill mismatch, and long-term economic vulnerability, particularly when project-related employment is temporary in nature.

Understanding these changes requires situating Malangnengah Village within the broader demographic and employment context of Purwakarta Regency. Demographically, Purwakarta faces significant challenges in aligning its development strategies with long-term national goals, particularly Indonesia Gold 2045. The 2020 Population Census (SP Long Form) conducted by Statistics Indonesia (BPS) provides critical data for evaluating demographic trends, labor force composition, and socio-economic conditions at the regional level (Statistik 2021). These data serve as a foundation for development planning, policy formulation, and assessment of structural economic changes.

Employment data from BPS further indicate that Purwakarta Regency exhibits a heterogeneous employment structure, characterized by varying levels of education, employment status, and sectoral distribution of labor (Purwakarta 2022). The agricultural sector has traditionally played a significant role in absorbing rural labor, while informal employment remains prevalent. In this context, the shift in Malangnengah Village from predominantly agricultural livelihoods to project-based and informal work should not be viewed as an isolated phenomenon. Rather, it reflects broader labor dynamics within the regency, shaped by urbanization, industrial expansion, and infrastructure-led development.

Nevertheless, while macro-level employment statistics provide valuable insights, they often obscure the nuanced experiences of specific communities. Aggregate data may indicate employment absorption or sectoral shifts without capturing the quality of employment, income security, or social implications of such changes. For communities like Malangnengah Village, the loss of agricultural land and village-based economic institutions represents not merely a change in occupation, but a disruption of established economic relations, social networks, and cultural practices tied to land and locality.

This research is therefore crucial for identifying and analyzing the economic changes experienced by the Malangnengah Village community as a direct consequence of the Jakarta-Bandung High-Speed Rail project. By adopting a qualitative, village-level approach, this study seeks to illuminate dimensions of infrastructure impact that are often overlooked in macroeconomic analyses. Specifically, it explores how changes in employment patterns, income sources, and economic institutions affect household welfare, social cohesion, and economic resilience.

Beyond descriptive analysis, this study contributes a normative evaluation grounded in the framework of Islamic Economics. Islamic Economics offers a distinctive lens through which development outcomes can be assessed, emphasizing not only efficiency and growth, but also justice, protection of wealth, and collective welfare. Core principles such as *al-'adl* (distributive justice), *hifz al-māl* (protection of property and wealth), and *maṣlahah* (public interest and welfare) provide ethical

benchmarks for evaluating whether development processes align with broader societal values (Cernea 2000; Chapra 2000).

From an Islamic economic perspective, development is not solely measured by increases in output or infrastructure capacity, but by its ability to enhance human dignity, economic security, and social balance. Infrastructure projects that generate growth while marginalizing local communities raise critical ethical questions regarding the distribution of benefits and burdens. In this regard, the experience of Malangnengah Village offers an important case for examining whether national development initiatives adequately safeguard the economic rights and welfare of affected communities.

Previous studies on infrastructure development in Indonesia have largely concentrated on macroeconomic indicators, fiscal implications, and project feasibility. While these studies are valuable, they leave a significant knowledge gap concerning micro-level impacts and ethical evaluations rooted in Islamic Economics. Research that integrates community-level analysis with Islamic economic principles remains limited, particularly in the context of high-speed rail development.

This study addresses this gap by positioning Malangnengah Village as a critical site of inquiry. By focusing on a village whose economic functions have been fundamentally altered by a national strategic project, this research offers empirical insights into how infrastructure-led development reshapes rural economies. Furthermore, by applying Islamic economic principles as an evaluative framework, it contributes a normative dimension that enriches existing development discourse. Accordingly, this research aims to: (1) describe the economic changes experienced by the Malangnengah Village community as a result of the Jakarta–Bandung High-Speed Rail project; (2) analyze the socio-economic impacts of these changes on livelihoods, income, and social relations; and (3) evaluate these impacts within the framework of Islamic economic principles, specifically *al-'adl*, *hifz al-māl*, and *maslahah*. Through this approach, the study seeks to contribute to a more inclusive and ethically grounded understanding of infrastructure development in Indonesia.

## RESEARCH METHOD

This study uses a qualitative descriptive approach. This method was chosen because it aims to deeply describe the economic transformation experienced by the community. The research location is Malangnengah Village, Sukatani District, Purwakarta Regency.

The data collection techniques used include three aspects: Observation, In-depth Interviews conducted with key subjects and informants (residents, small business owners, village officials, community leaders), and Documentation. The data analysis technique applied is qualitative analysis through the stages of data reduction, data presentation, and conclusion drawing. Field findings are linked to the principles of *al-'adl* (justice), *hifdz al-mal* (protection of wealth), and *maslahah* (public welfare) in Islamic Economics.

## FINDINGS AND DISCUSSION

The findings of this research are based on the triangulation of data from observation, documentation, and in-depth interviews with key informants in Malangnengah Village. The thematic analysis results indicate that the economic impact of the KCJB Project in Malangnengah Village can be classified into three main themes, which are then evaluated within the framework of Islamic Economics.

## **Disruption of Local Livelihoods and Decline in Income (*Hifdz al-Mal*)**

The KCJB Project caused a significant disruption to the traditional livelihoods of the community, especially the agricultural sector and small businesses. Farmers who switched to being daily project laborers, such as Mr. Dedi Supriatna, stated that although income briefly increased during the project, employment opportunities decreased significantly once the project neared completion.

*"Before, the economy was quite stable... Life was still simple but sufficient..."*

(Mr. Dedi Supriatna, Resident) *"It's only temporary. During the project, there was extra income, but after the project is almost finished, most affected residents are struggling economically again."* (Mr. Rizal Suhendar, Former Project Worker)

Furthermore, small businesses were also affected, as indicated by the nearly halved turnover of Mrs. Siti Maryani's grocery stall due to disrupted road access. This condition shows a threat to the principle of protection of wealth (*hifdz al-mal*) in Islamic Economics, where the sustainability of local economic assets is not protected.

## **Increase in Living Costs and Weakening Purchasing Power (*Al-'adl*)**

Large infrastructure development brings local inflation. Interviews indicated an increase in the price of basic needs, land prices, and rental costs since the project began, primarily due to increased transportation costs and congestion. *"Yes, everything went up. Land prices became expensive because of land acquisition. House rent also increased, and basic needs followed suit."* (Mr. Dedi Supriatna, Resident)

*"There were also minor conflicts because some residents felt the compensation was unfair."* (Mr. Edi Rahman, RT Chairman). This condition reflects the non-fulfillment of the principle of distributive justice (*al-'adl*) in Islamic Economics. Justice is not only measured by compensation but also by the equality between the benefits gained from the project (macroeconomic growth) and the burden borne by the local community (increased living costs and loss of sustainable livelihoods).

## **Social Impact and Sustainability Expectations (*Maslahah*)**

The project also affected public facilities, such as the relocation of schools and the loss of the soccer field. The principle of public welfare (*maslahah*) demands that development bring goodness and prevent harm (*dar'u al-mafasid*) in the long term. The primary hope of the informants is for sustainable economic programs post-project. *"Please pay attention to the small communities affected. Don't just build big projects, but also build the lives of residents who lost their livelihoods."* (Mr. Dedi Supriatna, Resident) *"We hope there are post-project economic programs, such as business opportunities around the station, UMKM assistance, or job training for local residents..."* (Mr. Arif Hidayat, Village Secretary). This confirms that the KCJB development, although strategic, has not fully achieved *maslahah* if it focuses only on economic growth without considering the welfare and economic sustainability of the small local community.

## **CONCLUSION**

This study concludes that the Jakarta–Bandung High-Speed Rail project has generated significant and multidimensional economic changes in Malangnengah Village, Sukatani District, Purwakarta Regency. While the project is promoted at the national level as a strategic infrastructure initiative aimed at enhancing connectivity, efficiency, and regional competitiveness, its impacts at the village level reveal a more complex and uneven pattern of development outcomes. This finding

is consistent with recent studies on large-scale transport infrastructure, which emphasize that megaprojects often produce asymmetric benefits between macroeconomic objectives and local community welfare (Nunung et al. 2025; Salim and Faoziyah 2022).

Empirically, the research shows a clear transformation in the economic structure of Malangnengah Village following the implementation of the high-speed rail project. The acquisition of agricultural land and the displacement of village-based economic institutions—such as the *Koperasi Unit Desa (KUD)*, agro-industrial activities, and public facilities—have weakened the agricultural sector that previously served as the main source of livelihoods. As a result, many residents shifted from relatively stable agricultural employment to project-related labor and informal economic activities. Although such shifts are often interpreted as indicators of modernization, recent empirical evidence suggests that employment generated by infrastructure megaprojects tends to be temporary and vulnerable, offering limited long-term economic security for local communities (Kusumawati et al. 2025).

Beyond employment and income, the socio-economic impacts extend to the disruption of social relations and community-based economic systems. The decline of agriculture and village institutions has reduced local economic circulation and weakened cooperative practices that previously supported social cohesion. These findings align with recent regional labor analyses showing that infrastructure-led development in West Java has contributed to increased informalization of labor and uneven livelihood outcomes at the local level (A. D. Bank 2019).

From the perspective of Islamic Economics, the development outcomes observed in Malangnengah Village raise important ethical concerns. The principle of *al-'adl* (justice) has not been fully achieved, as the distribution of development benefits appears to favor national and regional interests over the economic security of affected village communities. The principle of *hifz al-māl* (protection of wealth) is challenged by the loss of agricultural land and productive assets without adequate mechanisms to ensure sustainable livelihood replacement. Furthermore, although the project is justified in terms of national *maṣlahah* (public interest), the findings suggest that this public interest has not been inclusively translated into long-term welfare improvements for local residents, echoing recent critiques of infrastructure governance and policy implementation in (Nunung et al. 2025).

Overall, this study highlights the importance of incorporating micro-level, community-based perspectives into the evaluation of large-scale infrastructure projects. Development success cannot be measured solely through macroeconomic indicators such as connectivity, investment, or growth. Instead, it must also consider livelihood sustainability, social cohesion, and ethical principles, particularly for communities directly affected by development interventions. By integrating qualitative village-level analysis with an Islamic economic framework, this research contributes to a more comprehensive and ethically grounded understanding of infrastructure-led development. The experience of Malangnengah Village thus offers an important lesson for future infrastructure projects in Indonesia: sustainable development must balance technological progress with social justice and inclusive community welfare.

## REFERENCES

Bank, Asian Development. 2019. *High-Speed Railways: Lessons from East Asia*. Asian

Development Bank.

Bank, World. 2020. *Indonesia Infrastructure Sector Assessment*. World Bank.

Cernea, Michael M. 2000. *Risks, Safeguards and Reconstruction: A Model for Population Displacement and Resettlement*.

Chapra, M Umer. 2000. *The Future of Economics: An Islamic Perspective*.

Flyvbjerg, Bent. 2014. "What You Should Know About Megaprojects."

Kusumawati, B, A Fauzi, B Djuanda, and B Barus. 2025. "Assessing the Impact of Jakarta-Bandung High-Speed Rail Project toward Regional Socioeconomic Conditions: A Spatial Difference-in-Differences Analysis." *Jurnal Ekonomi Pembangunan* 23(1): 135-54.

Nunung, A, L Latifah, D C Fatihah, and L Sulastri. 2025. "Implementation of Strategic Policies for the Indonesia-China High-Fast Rail Project: A Case Study of the Jakarta-Bandung High-Fast Rail." *Jurnal Dialektika: Jurnal Ilmu Sosial*.

Purwakarta, Badan Pusat Statistik Kabupaten. 2022. *Profil Ketenagakerjaan Kabupaten Purwakarta*. BPS Kabupaten Purwakarta.

Salim, Wilmar, and Uqyana Faoziyah. 2022. "The Effect of Transport Infrastructure on Land-Use Change: The Case of Toll Road and High-Speed Railway Development in West Java." *Journal of Regional and City Planning* 33(1): 45-60.

Siddiqi, Mohammad Nejatullah. 2004. *Rethinking the Foundations of Islamic Economics*.

Statistik, Badan Pusat. 2021. *Hasil Sensus Penduduk 2020 (SP Long Form)*. Badan Pusat Statistik.

Badan Pusat Statistik Kabupaten Purwakarta. (2022). *Kabupaten Purwakarta Dalam Angka 2022*. BPS Kabupaten Purwakarta.

Badan Pusat Statistik Kabupaten Purwakarta. (2023a). *Indikator Kependudukan Hasil Long Form Sensus Penduduk 2020 Kabupaten Purwakarta*. BPS Kabupaten Purwakarta.

Badan Pusat Statistik Kabupaten Purwakarta. (2023b). *Proyeksi Penduduk Kabupaten Purwakarta 2020 - 2035 Hasil Sensus Penduduk 2020*. BPS Kabupaten Purwakarta.

Departemen Ekonomi dan Keuangan Syariah - Bank Indonesia. (2021). *Ekonomi Pembangunan Islam* (Edisi Pertama). Bank Indonesia.

Effendi, M. R. (2020). Mitigasi Intoleransi dan Radikalisme Beragama di Pondok Pesantren Melalui Pendekatan Pembelajaran Inklusif. *Paedagogie*, I(I), 55-74. <https://doi.org/doi.org/10.20211/pdg.01.1.05>

Giantara, O. T., Purba, A., & Herianto, D. (2020). Analisis Ekonomi dan Finansial Kereta Cepat Jakarta - Bandung. *Jurnal Ilmiah Fakultas Teknik - Universitas Lampung*.

Hasanah, S., & Rosyidi, S. (2025). Imam al-Ghazali dan Konsep Maslahah: Kontribusi Kontemporer terhadap Integrasi Etika, Ekonomi, dan Kesejahteraan dalam Hukum Islam. *Jurnal IPEBA*.

Nugraha, H. S., Astriani, F., & Adharani, L. (2017). Analisis Dampak Proyek Kereta Cepat Jakarta-Bandung (KCJB) terhadap Perekonomian Provinsi Jawa Barat. *Jurnal Ekonomi*.

Rahman, A. A. S., & Susanto, H. (2021). KONSEP KEADILAN PAJAK DALAM PERSPEKTIF MAQASHID SYARIAH. *Gunung Djati Conference Series*.

Rusby, Z. (2024). *Ekonomi Islam*. Pusat Kajian Pendidikan Islam FAI UIR.

Sari, V. P., & Ghozali, E. (2025). Konsep Maslahah Mursalah Dalam Menghadapi Ketimpangan Ekonomi Di Era Modern: Prespektif Ekonomi Islam. *IQTISHAD SHARIA*.

About the Author:

<b>Chief Researcher</b>
Gaida Nisa Mutmainah
<b>Researcher Member</b>
Arief Mulyawan Thoriq