

# Socially Inclusive In Palembang City Light Rail Transit (LRT) For The Development Of A Green Economy In A Sharia Economic Perspective

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Article Info	ABSTRACT
<p><b>Keywords:</b> triple bottom line, socially inclusive, light rail transit, Palembang, green economy, sharia economics.</p>	<p>The issues of sustainability and social inclusiveness are increasingly becoming a concern in the development of modern public transportation. Palembang City Light Rail Transit (LRT), as one of the based transportation projects green economy offers opportunities to apply concepts socially inclusive to achieve social justice and accessibility for all levels of society. From a sharia economic perspective, sustainable and inclusive transportation development does not only consider economic efficiency and environmental preservation, but also pays attention to fair and equitable social welfare. This research aims to explore the application of the concept socially inclusive on the Light Rail Transit (LRT) transportation system in Palembang City as part of development efforts green economy which is in line with sharia economic principles. This study also discusses how sharia economic principles—such as social justice, wise use of resources, and shared prosperity—can be integrated into LRT development policies to maximize positive social and economic impacts. This type of research is field research and is included in qualitative descriptive research using primary and secondary data. Data collection techniques use observation, interviews and documentation methods. The data analysis technique in this research uses data reduction, data presentation, and drawing conclusions. The research results show that overall it can be achieved triple bottom line (people, planet, profit) which means that the development of a green economy can be carried out through Socially Inclusive, because by fulfilling the Triple Bottom line concept, the Green Economy concept is also fulfilled. Green Economy Development Through the Quadruple Helix Approach on Light Rail Transit in Palembang City can only fulfill 1-3 indicators, namely the role of government, business actors and the community and sharia economic principles. It can also be implemented in socially inclusive and green economy development.</p>
<p>This is an open access article under the <a href="https://creativecommons.org/licenses/by-nc/4.0/">CC BY-NC</a> license</p> 	<p><b>Corresponding Author:</b> Mawar Yuliani Faculty of Islamic Economics and Business, Raden Fatah State Islamic University Palembang</p>

## INTRODUCTION

Economic developments in developing countries give rise to problems in other sectors. Scarcity of resources, rising prices, climate anomalies, demographic bonus, and social culture due to pollution and waste are problems that arise in other sectors. The demand to meet a decent standard of living drives the rate of economic growth. Ideal economic growth builds

equitable and just prosperity. In reality, it has not yet achieved that goal sustainable. Therefore, economic growth is needed that is oriented towards profit values that preserve the environment (ecosystem).

The presence of the concept of sustainable economic development began with the Brundtland report released by the World Commission on Environment and Development (WCED) in 1987. In that year there was public unrest and awareness of the environment which was the impact of economic development which began to be paid attention to because so far environmental issues were a minor issue to be discussed. Environmental improvements that are in line with economic development will have implications for maximum environmentally friendly profit values. This is the result of the Earth's High Level meeting (Earth Summit'92) in Rio de Janeiro in 1992 regarding the UN's Agenda 21 regarding sustainable development or commonly referred to as Sustainable Development which is the goal of ideal policies.

Maccording United Nation Environment Programe (UNEP) green economy is an economy that can improve social justice and community welfare. Green economy has the idea of eliminating the negative influence of economic growth on the scarcity of natural resources and especially environmental problems. The Global Green Growth Institute (GGGI), the Green Economy Coalition (GEC), and the International Institute for Environment and Development (IIED) have worked together to bring poverty, social development, and inclusive green growth to the forefront of the economic debate.

Implementing inclusive green growth requires four fundamental things: inclusive governance that encourages communication between communities and government; policies that strengthen the livelihoods of the poor, guarantee their rights, and ensure they benefit from the green transformation; financial system reform to encourage investment; and tools to measure and track this progress.

Inclusive green economy is a new concept introduced by the Poverty Environment Partnership or PEP (2012). UNEP (2011) states that this concept can be used as a "tool" to achieve sustainable development. This concept is also believed to be able to provide considerable potential in facilitating the creation of economic growth that guarantees job creation and environmental protection as well as social inclusion or what is known as the triple bottom line. However, because the concept is relatively new, standardized measurements are not yet available.

Based on a report from the United Nations Department of Economic and Social Affairs in 2022, the world population is predicted to reach 8.5 billion in 2030, this population growth is projected to occur mostly in urban areas. The significant increase in population in urban areas triggers various problems, ranging from spatial problems, social problems, to ecological problems. In order to facilitate population growth, careful planning is needed so that it can accommodate all forms of population needs.

Environmentally friendly and inclusive economic growth is an important issue. This concept has been the subject of the Rio+ 20 conference, and several world institutions have tried to outline the definition and measurement of this concept. The World Bank (2012) states that inclusive green growth is an economy that grows efficiently in consuming natural

resources, minimizing pollution through better environmental management, and is inclusive. The United Nations Environment Program (2011) defines an inclusive green economy as an effort to improve welfare, justice, social equality and environmental quality simultaneously. The Organization for Economic Co-operation and Development (2012) states that inclusive green growth is economic growth that maintains environmental quality and guarantees the availability of natural resources.

One of the supports for green economic growth in urban areas is through the use of public transportation to overcome the reduction of private vehicles which cause greenhouse gas emissions. Public transportation is an important aspect of urban planning. Cities are required to provide a good public transportation system, to support the mobility process of urban residents. Good public transportation must meet several criteria, such as being easily accessible, well available, consistent schedules, inclusive, safe and comfortable, and sustainable.

One of the points in planning good public transportation is that it is inclusive. The inclusiveness of public transportation must cover all levels of society, including vulnerable groups such as low-income residents, the elderly, women, people with disabilities and children. Inclusive public transportation has an important role in promoting social justice by providing equal access for all people, without being limited by economic status or physical ability.

Inclusive public transportation can also reduce poverty and inequality by providing access to jobs, education and health services and can also reduce greenhouse gas emissions by encouraging people to reduce the use of private vehicles. Apart from that, inclusive public transportation can also help economic development, improve mobility and safety, and create a sustainable environment. In accordance with one of the targets of Sustainable Development Goals number 11, namely making cities and settlements inclusive, safe, resilient and sustainable.

Indonesia has 10 metropolitan cities based on population size. One of them is Palembang City which is the capital of South Sumatra. The population in Palembang City continues to increase every year, it is known that in the last year 2022 the population increased by 1,707,996 people and in 2023 it is projected to reach 1,729,546 people. The rate of population growth in the City of Palembang has increased significantly every year, so that it has an impact on various economic conditions and has an impact on the growth rate of vehicle volume and the movement of transportation modes in the City of Palembang.

Transportation conditions in Palembang City are currently starting to face several urban transportation problems in general, namely traffic jams and lack of public transportation services. The people of Palembang City often face difficulties in carrying out mobility to support their daily activities, because public transportation services are limited in providing services to all areas in Palembang City, so that in their daily lives people often rely on the use of private cars, taxis, either regular taxis or online taxis, motorbike taxis. base or online motorcycle taxi. For this reason, the role of mass transportation in Palembang City in serving the public in safe, comfortable and affordable transportation with wide coverage in Palembang City is very necessary.

The presence of the Palembang LRT as one of the strategies for implementing a rapid transit system in the urban environment can have an impact on the growth of the urban environment, land use, intensification and revitalization of business development. A component of the City of Palembang's rapid transit initiative with high potential for rapid transit, especially when combined with population growth, a thriving economy, redevelopment of the downtown core and plans for sustainable growth. Ideally, this form of transportation would be one of the train-based public transportation methods, solving traffic jams in the form of an environmentally friendly transportation system by implementing an environmentally friendly transportation system.

This assumption minimizes the use of fuel that does not pollute the environment. This aims to minimize emissions and not cause negative impacts on the environment. One use of environmentally friendly fuel is electricity, which is now used in light rail transit as fuel. Electricity is an environmentally friendly alternative fuel, because the greenhouse gas emissions produced are quite small. Electricity has been used as fuel in several types of transportation, including electric buses and KRL.

Then, to achieve sustainable mobility solutions, it is necessary to consider the needs of various user groups so that the solutions provided can meet environmental, social and economic sustainable requirements. In general, inclusivity in public transportation can be achieved by improving transportation infrastructure, strengthening the regulatory framework, and increasing public participation in decision-making processes.

Apart from that, several policies regarding the inclusivity of public transportation have also been implemented in various countries in the world, such as in England with the Access for All policy which aims to ensure that disabled groups can have equal access to public transportation by financing inclusive infrastructure such as ramps, toilets and special lifts, as well as other inclusive infrastructure.

From a sharia economic perspective, social inclusion has a comprehensive meaning, such as *ukhuwah Islamiyah*, *musawah*, and *ihsan* can be the basis for encouraging broader and sustainable social inclusion in society. The concept of *ukhuwah Islamiyah*, for example, emphasizes the importance of establishing close and harmonious relationships between individuals. and between communities, regardless of differences in religious, racial or ethnic backgrounds. The *musawah* concept also emphasizes the importance of equality in all things, both in terms of rights and obligations, as well as opportunities and resources. Meanwhile, the concept of *ihsan* teaches moral and ethical values, such as honesty, justice and compassion, which can help improve social welfare in society.

These concepts emphasize the importance of solidarity, equality and justice in interacting with fellow individuals and society. Apart from that, the Islamic perspective also teaches values such as tolerance, diversity and empathy which can help improve social welfare for all levels of society. Allah SWT mentions this in His Word, Indeed, God commands you to return the trusts to their owners, and when you judge between the people, that you judge with justice. What he preaches to you is a blessing. Indeed, God is All-Hearing, All-Seeing.

"Truly, God told you to deliver the mandate to those who deserve it, and when you set the law between people you should set it justly. Indeed, Allah is the best who teaches you. Indeed, Allah is All-Hearing, All-Seeing (An Nisa Verse 58)." This verse refers to equality and social justice between individuals in society and is considered important to ensure social inclusion and social welfare for everyone. This concept can be applied in various aspects of life, such as economics, politics, education, etc.

The context of social inclusion in the Islamic view is very important in overcoming discrimination and social injustice. By fighting for equal rights and treatment, individuals previously considered minorities or marginalized can become part of wider society. Apart from that, it also emphasizes the importance of treating everyone fairly and equally regardless of social, economic or ethnic status.

## METHODS

The type of research carried out is field research or field research using descriptive qualitative methods. This research is descriptive in nature, namely in the form of written or spoken words from people and observed behavior. The data sources in this research are primary and secondary. The data collection technique for this research was carried out triangulation (combined) through interview, documentation and literature study methods.

The data analysis technique uses the Miles and Huberman concept, namely reducing data means summarizing, selecting the main things, focusing on the important things, looking for themes and patterns, next is presenting the data, at this display stage, the reduced data is arranged, where researchers compile relevant data so that it becomes information that can be concluded. The third step in data analysis according to Miles and Huberman is drawing conclusions and verification. This conclusion is based on data verification carried out during the research. The initial conclusions expressed are still temporary and will change if strong supporting evidence is not found at the next stage of data collection.

## RESULTS AND DISCUSSION

### **Socially Inclusive in Palembang City Light Rail Transit (LRT) for Green Economy Development**

UNEP (2011) states that the definition of a green economy is broader in scope to the community, namely Low-Carbon Economy (LCE) or Low-Fossil-Fuel Economy (LFFE), namely economic activities that provide a minimum output for the Green House Gas (GHG) emissions released. Based on a report written by PEP (2012), inclusive green economy is an effort to achieve social, economic and environmental goals of sustainable development simultaneously so that it can provide benefits to poor and vulnerable groups and reduce inequality.

If seen from the Islamic aspect of inclusiveness in the green economy Light Rail Transit (LRT) Palembang City based on Shooker's (2000) indicators on policies regarding Islamic justice and respecting diversity and reducing inequality, this has been implemented such as providing ramps, wheelchairs, lifts, separate toilets for men and women and special toilets at stations, card disabled friends Rp. 0 as much as you like, affordable price Rp. 5,000 for all residents except from airport-DJKA station (end) Rp. 10,000.

Furthermore, policies regarding opportunities to choose and rights to services have been implemented in Light Rail Transit (LRT) such as departure schedules that visitors can choose, waiting rooms and seats at stations, priority pins for pregnant women, elderly subscription cards Rp. 50,000/month, student and student subscription card Rp. 25,000/month, special security to help the elderly and friends with disabilities.

Then policies regarding welfare on Light Rail Transit (LRT) this has been implemented, such as reducing the number of unemployed because there are already approximately 763 employees in outsourcing, including security, customer service and announcers, economic growth through Light Rail Transit apart from employment, as well as placing advertisements through commercial billboards along the tracks. considered strategic, there are already several brands or companies that collaborate to place their advertisements on stations Light Rail Transit (LRT) provides tenancy space for Micro, Small and Medium Enterprises (MSMEs) who wish to open their businesses at the station, this then also contributes to the community's economy.

Meanwhile, if you look at the environmental aspect of the Palembang City Light Rail Transit (LRT), it really supports the implementation of the Green Economy in this sector. One of the applications is the fuel used, namely electricity, which is one of the fuels that produces the smallest greenhouse gas emissions because energy sources still use fossil fuels, especially in Palembang City, based on data from the 2022 Palembang City Greenhouse Gas Emissions Coordination, Synchronization and Implementation Report. Palembang City Environmental Service, greenhouse gas emissions originating from PLN Keramasan electricity are in fourth place out of five contributors to emissions in Palembang City, only 5.08%. Actions to implement Green Economy are also carried out, including having green plants at every station, applying the principles of recycling and reducing waste, for example waste in toilets at each station which has been filtered first before being thrown into the city sewer through the Ground Water Tank (GWT), then recycled. Used train oil is stored at the Wastewater Treatment Plant (WWTP) and reused for oiling money orders, replacing Track Motor Cars that use diesel fuel to Shunting Locos with battery energy.

The results of this research are in line with the Triple Bottom Line (TBL) Theory by John Elkington in 1997 which explains that the framework combines three sustainable dimensions, namely environmental, social and economic. This concept aims to encourage companies and organizations to not only focus on financial profits, but also pay attention to their impact on the environment and society. In this research, Light Rail Transit (LRT) has attempted to:

- a. Creating equality and justice, namely ensuring that all individuals are treated fairly, without discrimination based on gender, race, religion or other background.
- b. Improving welfare, namely the existence of Light Rail Transit (LRT) in Palembang City can contribute to improving the quality of life by creating jobs, increasing people's income, as well as participating in social and charity activities.
- c. Supporting diversity and inclusion, namely by providing special services for people with disabilities and creating a comfortable and inclusive environment.

- d. Reduce environmental risks by emphasizing the importance of reducing carbon emissions, processing waste and recycling, minimizing negative impacts on the environment.

Green Economy is an economic concept that aims to improve human well-being and equality while significantly reducing environmental risks. Green Economy is in line with the environmental dimension of TBL by emphasizing the importance of protecting ecosystems, reducing carbon emissions, and minimizing environmental impacts on the planet. In a Green Economy, it is important to ensure that the transition towards a green economy is also inclusive. This means that the benefits of a green economy must be felt by all levels of society, including vulnerable groups.

Light Rail Transit (LRT) is an example of the application of the Triple Bottom Line Theory because the development of a green transportation system such as the LRT is an example of the application of the TBL concept which is integrated with socially inclusive and green economy. LRT reduces carbon emissions (planet), creates green jobs and improves city infrastructure (profit), as well as providing easier and more affordable transportation access for the community, including marginalized groups (people).

#### **Green Economy Development Through the Quadruple Helix Approach on Light Rail Transit in Palembang City**

The Quadruple Helix approach was first suggested by Carayannis and Campbell (2009), this concept argues that innovation is the result of cooperation and interaction from various collaborations, namely economic actors, government, academics and society. Through collaboration between economic actors, government, academics and society, innovation will be encouraged in implementing the Green Economy thereby increasing economic development.

Based on the results of research on the role of the government as a regulator and facilitator that supports Green Economy-based economic activities, the Palembang City Environmental Service supports the development of a green economy through the Palembang City Light Rail Transit (LRT) which uses electricity as train fuel, because based on the results of the Coordination Report, Synchronization and Implementation of Palembang City Greenhouse Gas Emissions in 2022 Palembang City Environmental Service greenhouse gas emissions in the energy sector in Palembang City, electricity is the energy source that produces the least greenhouse gas emissions.

The next component of the Quadruple Helix is business actors. The South Sumatra Light Rail Management Center has implemented a green economy through the management and operation of the Palembang City Light Rail Transit (LRT). Actions to implement the Green Economy include train energy that uses electricity, at each station there are green plants, implementing the principles of recycling and reducing waste, for example waste in toilets at each station which has been filtered first before being discharged into the city sewer through the Ground Water Tank (GWT), then recycle used train oil which is stored at the Wastewater Treatment Plant (WWTP) and reused for oiling money orders, replacing Track Motor Cars that use diesel fuel to Shunting Locos with battery energy.

The role of society as part of the Quadruple, has the role of integrating culture, media and consumers. Based on research results, some people have started using Light Rail Transit (LRT), which means that their role in integrating the culture of riding sustainable public transportation such as Light Rail Transit (LRT) and their role as consumers have been fulfilled, although there are still many people who use private vehicles for daily activities. day.

Lastly, there is the role of academics as part of the Quadruple Helix. Based on the research results, there has been no research development or form of community service related to Green Economy-based economic activities, especially in the Light Rail Transit (LRT) of Palembang City, carried out by academics.

Of the four Quadruple Helix indicators, Green Economy Development Through the Quadruple Helix Approach in the Palembang City Light Rail Transit has not met all of these indicators, it can only meet 1-3 indicators. Overall, the application of the Quadruple Helix in the development of a green economy allows the creation of a more balanced ecosystem, where innovation and economic growth go hand in hand with environmental protection and social welfare. The benefits of the Quadruple Helix approach in the Green Economy include:

- a. Integrated and Inclusive Innovation, collaboration between these four actors ensures that the innovation produced is not only technically sophisticated but also relevant and accepted by the wider community.
- b. Efficiency and Positive Impact, with the synergy between different sectors, efforts towards a green economy become more efficient and have a wider positive impact, both from an economic, social and environmental perspective.
- c. Developing Targeted Policies, the Government can formulate more targeted policies with input from academics, industry and society, ensuring that these policies are effective in encouraging sustainable economic growth.
- d. Community Empowerment: This approach ensures that communities are not only passive recipients of change, but also play an active role in shaping the direction of sustainable green economic development.

### **Socially Inclusive in Palembang City Light Rail Transit (LRT) for Green Economy Development in a Sharia Economic Perspective**

Socially Inclusive on Light Rail Transit (LRT) in the context of green economy development and a sharia economic perspective means ensuring that Light Rail Transit (LRT) is not only environmentally friendly but also accessible, affordable and provides broad social benefits for the entire community, including disadvantaged groups. less fortunate. In sharia economics, infrastructure development such as Light Rail Transit (LRT) must be in line with the principles of social justice, general welfare (maslahah) and responsible resource management. Sharia economic principles in the development of socially inclusive Light Rail Transit (LRT):

#### **Social Justice and General Welfare (Adl' and Maslahah)**

Sharia economics emphasizes social justice, Palembang City's Light Rail Transit (LRT) has been designed to serve all levels of society, including the less fortunate. Light Rail Transit (LRT) comes at an affordable price that can be reached by all levels of society without distinction. The Palembang City Light Rail Transit (LRT) system has ensured that this is public



transportation that is affordable, comfortable and easily accessible to various groups, including low-income workers, the elderly and people with disabilities.

### **Responsibility to the Environment (Caliphate)**

In Islam, humans are seen as caliphs or managers of the earth, which means that infrastructure development such as Light Rail Transit (LRT) must be carried out by considering environmental impacts. Palembang City's Light Rail Transit (LRT) comes with a green form of transportation that uses cleaner energy, reducing air pollution, protecting the regional environment and reducing carbon emissions, in line with sharia principles in preserving the environment. This environmental responsibility involves the development of sustainable and environmentally friendly Light Rail Transit (LRT), which supports the development of a green economy and reduces negative impacts on nature.

### **Principle of Prohibition of Waste (Israf)**

Sharia economics prohibits waste or waste, both in energy and resource consumption. The development of Palembang City's Light Rail Transit (LRT) as green, energy-efficient transportation reflects this principle by utilizing resources efficiently and reducing the use of fossil fuels. This supports green economy goals that focus on energy efficiency and environmental sustainability. The use of energy-saving technology and efficient design in the construction of Light Rail Transit (LRT) is in line with this principle, ensuring that resources are used wisely and optimally.

Light Rail Transit (LRT) in the development of a green economy from a sharia economic perspective includes integration between the principles of environmental sustainability and Islamic values that encourage social justice, community welfare and responsibility towards the environment. LRT as a form of environmentally friendly transportation has the potential to support sustainable economic growth, reduce carbon emissions, and provide social benefits, all in line with sharia economic goals. Implementation of Light Rail Transit (LRT) in Green Economy Sharia includes:

1. Environmentally Friendly Transportation

LRT is a form of environmentally friendly transportation that uses clean energy, such as electricity, which can reduce greenhouse gas emissions. This contributes directly to the development of a green economy by reducing negative impacts on the environment. From a sharia economic perspective, this is a form of ecological responsibility that is in line with humans' role as managers of the earth, who are responsible for preserving nature.

2. Fairness in Access and Tariffs

The implementation of social justice in the sharia economy requires that the LRT be accessible to all groups, at affordable rates. Subsidies for vulnerable or low-income groups, as well as easy access for people with disabilities, are important steps in realizing social justice through LRT.

3. Reducing Congestion and Increasing Mobility

LRT can help reduce congestion in big cities, increase travel time efficiency, and support economic growth. It contributes to the well-being of society by improving the quality of life and providing better access to economic centers, education, and social services. The

principle of *maslahah* in sharia economics supports infrastructure development that brings broad benefits to society, and LRT is one way to achieve this goal.

Overall, LRT development from a sharia economic perspective emphasizes the importance of creating environmentally friendly, fair and inclusive transportation, which brings social and economic benefits to the entire community. LRT supported by sharia principles can be an important part of green economy which is sustainable, supports economic growth, and preserves the environment

## CONCLUSION

Research results on Light Rail Transit (LRT) Palembang City as a whole can reach triple bottom line (people, planet, profit) by providing concrete guidance on how to achieve a balance between economic development, social welfare and environmental conservation. Therefore it was achieved triple bottom line on the results of research in Light Rail Transit (LRT) Palembang City means that the development of a green economy can be carried out through Socially Inclusive, because by fulfilling the Triple Bottom line concept, the Green Economy concept is also fulfilled, thereby creating a balance between economic, social and environmental sustainability to achieve sustainable financial goals and provide social benefits to consumers by fulfilling their environmental awareness and protecting the natural environment. The development of the Green Economy through the Quadruple Helix Approach in Palembang City's Light Rail Transit has not yet fully implemented the innovation concept which combines four actors, namely academics, business actors, government and civil society. Of these four indicators, only 1-3 indicators can be met, namely the role of government, business actors and society. The indicator that has not been fulfilled is the role of academics, this is because researchers have not discovered research development or forms of community service related to Green Economy-based economic activities, especially in Light Rail Transit (LRT) Palembang City carried out by academics in Palembang City. Sharia economic principles can be implemented in a socially inclusive and green economy development by integrating the values of Social Justice and General Welfare (*Adl'* and *Maslahah*), Responsibility for the Environment (*Khilafah*), the Principle of Prohibition of Waste (*Israf*), Environmentally Friendly Transportation, Fairness in Access and Fares, Reducing Congestion and Increasing Mobility.

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