

Exploring Public Perception Towards Jakarta-Bandung High Speed Rail

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Abstract: The existence of Jakarta-Bandung high-speed rail created many perceptions. Public perception needs to be considered because the public is the society that will use this transportation when it operates. By knowing what is their perception, the company can get more information about the public and consider it as one of the ways to do strategy. Result of this research is that public supported, agreed and believed towards this project. Most of the respondent also did not mind with the congestion in the process of the project, they appreciated and respected the project because it can grow the economy and reduce congestion problems, most of the respondents will use it because they want to participate in it. They will buy the ticket at IDR 211.700 as long as it is safety, comfortable and on time. Most of the respondents did not agree with the decision collaborated with China which affect their intention. They will not use transportation that is also made by China. Providing education by advertising might be an alternative solution to change their perceptions towards the company in collaborating with China. The education by advertisement shows the advantages of high-speed rail and the reason the company cooperated with China.

1 INTRODUCTION

Jakarta-Bandung high-speed rail is one of the transportation being carried out by the current government. The existence of Jakarta-Bandung high-speed rail project is able to attract the attention of the public. What is known by the public can affect their feelings, beliefs and behavior on a product (McCluskey, et al., 2015). The development of this project raises various issues in the community. Here are some issues regarding the Jakarta-Bandung high-speed rail project:

a. Macro Issues

It is the first transportation in Indonesia and also premiere in Southeast Asia. President Joko Widodo inaugurated the Jakarta-Bandung high-speed rail construction project on January 21, 2016. PT Kereta Cepat Indonesia China known as KCIC is the owner of Jakarta-Bandung high-speed rail. The Jakarta-Bandung high-speed rail is planned to start operating and start serving the public in 2019. However, due to several constraints, the project's completion target is expected to retreat in March 2021. The budget plan to fund this project is USD 5,99 billion at around IDR 82.83 trillion (exchange rate IDR 13,829). The

development funds did not use the State Budget and did not use guarantee from the government. By not using state budget funds, the government made a loan to China and collaborated with them in the working process of Jakarta-Bandung high-speed rail. Onan Hiroshi, a Japanese cartoonist, described Indonesian President Joko Widodo as a "high-speed rail beggar" in relation with the stagnant Chinese high-speed rail project in Indonesia, and described Indonesia begged Japan to help to complete the project. The cartoon quickly drew protest from the Indonesian people.

There are some benefits of Jakarta-Bandung high-speed rail, and it is expected to shorten the travel time between two cities, the capital city of Jakarta with the city of Bandung in 45 minutes travel duration, spanning 142 kilometers at a speed of 350 km/hour. The Jakarta-Bandung high-speed rail is also expected to help the economic growth in Jakarta and Bandung, also areas crossed by this high-speed rail when this transportation operates. The availability of the Jakarta-Bandung high-speed rail is that people will more easily reach the city of Jakarta or Bandung. Some people expect this transportation to support the effectiveness and mobility of reaching the city of Jakarta or Bandung, which is currently difficult to

predict. Also, this transportation construction project uses labors up to tens of thousands of people.

b. Meso Issues

From the collaboration with China, at the beginning of 2016 government established PT Kereta Cepat Indonesia China as the owner of Jakarta-Bandung high-speed rail project. This company is a joint project with PT Pilar Sinergi BUMN Indonesia (a consortium of four Indonesian state-owned enterprises: Kereta Api Indonesia (KAI), Wijaya Karya (WIKA), PTPN VIII, and Jasa Marga) with China Railways. The company's share ownership is 60:40, 60% for Indonesia and the rest for China. There are several experts and workers from China in this company related to Indonesia's need for knowledge that China has regarding high-speed rail transportation technology. Related to Chinese workers, on April 26th, 2016, 5 Chinese employees from the company were caught carrying out drilling activities related to finding soil samples in Halim Perdanakusuma Air Base area. They did not have permits and passports as identities, even some of them were wearing military uniforms which raised the issue of foreign intelligence in the Indonesian military. This led to protests against PT Kereta Cepat Indonesia China which did not direct well their foreign employees.

c. Micro Issues

Some residents directly affected by land acquisition. The process of this project is one of the reasons for the congestion on the Jakarta-Cikampek toll road. At KM 11 to 17, people often experience severe congestion on KM 11 to 17. Similar to the goal of Jakarta-Bandung high-speed rail, the government also built the Jakarta-Cikampek II (Elevated) Flyover Toll Road to reduce travel time, in order to reduce congestion. To reach Jakarta or Bandung, there are several alternatives public transportation such as trains, buses and travel agencies which have cheaper ticket prices than Jakarta-Bandung high-speed rail of IDR 211.700. The people who work in this industry will have new competitors and have an impact on their work. Some societies assume that the project is not an urgent need for transportation for the people of Indonesia. With these funds, the government can carry out more urgent projects for societies. The existence of various protests related to land acquisition, compensation compensation that is not appropriate, negative impacts (AMDAL) on their environment, demands of citizens to work on the project are some reasons this project delayed. PT Kereta Cepat Indonesia China must solve problems that occur in the community so the project can

continue to be carried out. There were also protests from students against the decision to cooperate with China.

When Jakarta-Bandung high-speed rail operates, people will have alternative transportation to reach Jakarta or Bandung. With the increases in alternatives, business actors in the transportation industry are also increasing. To reach Jakarta or Bandung, there are several alternative public transportations such as trains, buses, and travels companies. The people who work in this industry will have new competitors and have an impact on their work. Some people think that the project is not urgent.

The pros and cons about the project in the community and what people know also think about this project can affect their behavior when this transportation operates. For the company, public perceptions need to be considered because the public is the society that will use this project when it operates, society is also directly affected by the existence of this transportation project and societies whose jobs can be threatened if this transportation is already operating. The sustainability of the project owned by PT Kereta Cepat Indonesia China cannot be separated from the role of societies. Perception is a mental process of recognizing and interpreting sensory information, enabling us to recognize meaningful objects and events. In the research of Qu (2017) said that the introduction of public perception into planning helps to understand the process of how a public develop their awareness, value judgments, behavior, and attitudes. In Crespo (2012) said that a person's perception of something will affect behavior one of them in the form of decision making. Related to those outstanding issues in public, this research will study about public trust, affective public, public complaint and public intention to use Jakarta-Bandung high-speed rail. What is known by the public about Jakarta-Bandung high-speed rail can create different perceptions. What the public knows and thinks about this project can have important implications for the implementation of the project. By knowing what the public thinks about this project, the company can get more information from it, because one of the reasons for the mangkar project is the problem that comes from the public so that the company can be considered what the public wants and thinks of as one of the ways to do strategy and carrying out the next project.

2 LITTERATURE REVIEW

J. J. Gibson (1979) as an American psychologist believed that cognitive apparatus was created and formed by a long evolutionary influence of the external environment which is apparent in its structure and abilities. People learned to extract precisely the information which is necessary for our survival. Process of the perception is governed both by bottom-up sensory input and by the top-down imposition of meaning based on template matching and other pattern recognition processes that allow for the structuring and interpretation of the input (Triesman & Gelade, 1980). Fiske and Taylor (1991) said that traditions have generally assumed that cognitive representations of actors (of the contexts in which they behave) mediate behavioral responses to the social world. These representations confer meaning onto the sensory input that is received, also in so doing, and they potentiate corresponding responses.

The ABC model of Attitudes is one of consumer behavior models. It consisting of three components: affective, behavior, and cognition (Solomon, 2008). Blackwell, Miniard, & Angel (2006) mentioned of the difficulty in predict consumer behavior, even for experts in the field. Attitude is a lasting and also general evaluation of people, objects or issues (Solomon et al., 2010). Consumer attitudes are based on values and beliefs that are used to resolve conflicts or make decisions towards something. Consumer values are the criteria used to evaluate behavior and people (Homer and Kahle, 1988). Affective component involves a person's feelings or emotions about the attitude towards the object. The behavioral component is the way the attitude we have influenced how we act or behave. Cognitive component involves a person's belief or knowledge about an attitude object (Van den Berg et al. 2005).

Sustainable or business covers: social issues (for example, labour relations or human rights), environmental impacts (for example, climate change or waste), economic aspects (for example, jobs or taxes). Sustainability is becoming a business imperative. It is about securing the business for the future. Converging influence in forcing sustainability issues to the top of the corporate agenda. Awareness of consumer and pressure on commodity, energy prices and scarcity of raw materials, together with regulator also competitor actions are combining to

ensure the business cannot ignore the environmental and social dimensions of how they operate (Hudson, 2008). The Brundtland Commission (1987) set out the most widely used definition as development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

3 RESEARCH METHODOLOGY

3.1 Methodology

In this research, the author distributed a questionnaire as a measuring instrument to the society of Jakarta and Bandung with simple random sampling as a method. The sample used in this research is 402. The author also interviews internal resource in PT Kereta Cepat Indonesia China and several respondents such as the people directly affected by the Jakarta-Bandung high-speed rail project. In order to determine respondents, given the enthusiasm and execution of public perception towards Jakarta-Bandung high-speed rail, the author categorized into two groups. Category 1 is a community that will later become a user or consumer of this transportation, and category 2 is a community whose lives could be affected by the existence of Jakarta-Bandung high-speed rail. In this research, one of the data used was public perceptions obtained from the results of questionnaires with Likert scale of five levels to measure the score of respondents. 24 questions of questionnaires distributed around Jakarta and Bandung. Table 1. and table 2. shows the design framework for the survey questionnaire. One of the locations for questionnaire distribution is terminals, stations, travel companies in both cities. Data collection in this research commenced in the beginning of December 2018 and was completed in the end of December 2018.

3.2 The hypothesis of The Research

Hypothesis 1 (H1) is public trust influences public intention towards Jakarta-Bandung high-speed rail. Hypothesis 2 (H2) is public affect influences public intention towards Jakarta-Bandung high-speed rail. Hypothesis 3 (H3) is public complaints influences public intention towards Jakarta-Bandung high-speed rail. Figure 3 shows the hypothesis of this research.

Table 1. Variable Settings of This Research.

Code	Variable	Meaning	Indicators	Reference
H1	Public Trust	The term trust is more appropriate for a belief in the competence of the other party. (Nooteboom, B., 2017)	-Public's believes towards the government's decision. -Public's agreed towards the government's decision.	Kumar, et al. (1995) Roy, et al. (2001) Qu (2018)
H2	Affective Public	The affective component is the emotional response (liking/disliking) towards an attitude object. (Agarwal & Malhotra, 2005)	-Public's feelings towards Jakarta-Bandung high speed rail.	Baloglu and Brinberg (1997) Qu (2018) Baloglu and McClery, (1999)
H3	Public Complaint	Complaint is an expression of dissatisfaction on a consumer's behalf to a responsible party. (Lairs L, 1980)	-Restlessness to the existences of Jakarta Bandung high-speed rail. -Disagreement with the government's decision.	Qu (2018)
Y	Public Intention to Use Jakarta-Bandung High-Speed Rail	The intention is a mental state that represents a commitment to carrying out an action or actions in the future. Intention involves mental activities such as planning and forethought. (Bratman, M., 1987).	-Willingness to use Jakarta Bandung high-speed rail when it operates. -Participation of the public in reducing congestion and improving economic growth.	Icek (2015) Thorhaug Mikkell, et al. (2016) Qu (2018)

Table 2. The Survey Questionnaire

		Questions
Public Trust	1. Agreed 2. Believe	-I agree with the government's decision to build the Jakarta-Bandung high-speed rail project.
		-I agree with the government's decision not to use the State Budget (Anggaran Pendapatan Belanja Negara) in the construction of the Jakarta-Bandung high-speed rail project, so they borrowed the funds to China
		-I agree with the decisions of the government and companies that are cooperating with China in the construction of the Jakarta-Bandung high-speed rail.
		-I believe the Jakarta-Bandung high speed rail can increase community activities and could encourage the economic growth of the surrounding community around Jakarta to Bandung.
Affective Public	1. Proud 2. Good feeling 3. Respect	-The existence of a high-speed rail could reduce congestion problems on the Jakarta-Bandung route.
		-I am proud of the Jakarta-Bandung high speed rail project which is the first high-speed rail in Southeast Asia.
		-I appreciate the government's decision to build the Jakarta-Bandung high-speed rail project.
		-I respect the process of building the Jakarta-Bandung high-speed rail project.
Public Complaints	1. Restlessness 2. Disagreement	- I feel that I must take care of and maintain the Jakarta-Bandung high-speed rail as a state-owned asset because it is a huge investment.
		-I support the Jakarta-Bandung high-speed rail project in collaboration with China.
		-The existences of the Jakarta-Bandung high-speed rail threatens the sustainability of my business or work.
		-The process of building a high-speed rail caused congestion and disrupted my trip to Jakarta or Bandung.
		-The Jakarta-Bandung high-speed rail is not an urgent need for the community, so this transportation is not needed, so funds of around IDR 70 trillion should be used for other urgent needs for society.

Public Behavior 1. Willingness 2. Participation	-There are trains, travel, and toll road development on the Jakarta-Bandung route, the high-speed rail project should not have been needed.
	-The Jakarta-Bandung high-speed rail ticket at IDR 211,700 is too expensive than other transportation.
	-The government should not make loans to China.
	-I will use high-speed rail transportation because it has a speed of 350 km/hour which can reach a distance of 142,3 km (Jakarta-Bandung) with a time of 45 minutes.
	-I will buy Jakarta-Bandung high-speed rail ticket at IDR 211,700.
	-I will use this transportation if it has an on-time schedule.
	-For me, it would be possible to use Jakarta-Bandung high-speed rail transportation if it has guaranteed security.
	-I will use a high-speed rail if it is comfortable.
	-I will use high-speed rail transportation that is also made by China.
	-I will use the Jakarta-Bandung high-speed rail to participate in increasing community activities and encouraging the economic growth of surrounding community around Jakarta to Bandung.
	-I will use high-speed rail because I want to participate in reducing congestion problems on the Jakarta-Bandung route.

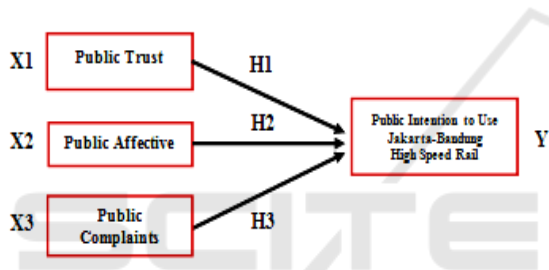


Figure 3: Hypothesis Result.

4 FINDING AND DISCUSSION

4.1 Characteristics of The Respondents

According to the survey, this research improved some questions and distributed to the 402 questionnaires in the study area. Table 2. shows the statistical results of the public perception survey. According to it, 52% of respondents in this survey were male. It can be seen that men are generally more motivated to participate in public affairs related to their views on the construction of the Jakarta-Bandung high-speed rail project. The largest percentage in the age characteristics in the research is in the age group of 20-30 years, that age is a productive age. Respondents aged 51-60 were the group that had the lowest percentage of 16%. Respondents from Bandung area

had the largest percentage of 55% compared to respondents from Jakarta are who had a percentage of 45%. Both of these cities are areas that have passed Jakarta-Bandung high-speed rail. Respondent education in the study was quite high with the majority of respondents educated bachelor with a percentage of 52%, the lowest percentage of education level in the study was a Doctor with a percentage of 2%. The survey respondents have a wide range of occupations, including students, State-owned enterprises employees, civil servant, health workers, entrepreneurs, private sector employees, education workers, freelancers, and public transportation stakeholder. The largest group of monthly income respondents in this research is above IDR 5,000,000, with the percentage of 29%.

4.2 Regression Analysis

Table 3. presented the results for the coefficients and hypothesis study. The coefficient value for H1 is 0,000 less than the significant level at 5% ($0,000 < 0,05$) and standard error of 0,118. The empirical t-value of this variable is 3,227, When each public trust rises by one unit, with other variables fixed, it will increase public intention by 3,277. The more people believe in this project, the more influence the public intention towards Jakarta-Bandung high-speed rail. It means that public trust has a positive influence on

Table 3. Description of Respondents' Characteristics

		Frequency	Percent
Gender	Male	208	52%
	Female	194	48%
	Total	402	100%
Age	20-30	156	39%
	31-40	105	26%
	41-50	75	19%
	51-60	66	16%
	Total	402	100%
City of Residence	Bandung	220	55%
	Jakarta	182	45%
	Total	402	100%
Education	Junior High School	24	6%
	Senior High School	67	17%
	Diploma	27	7%
	Bachelor	211	52%
	Master	65	16%
	Doctor	8	2%
	Total	402	100%
Occupation	Students	82	20%
	SOEs Employees	65	16%
	Civil Servant	32	8%
	Health Workers	18	4%
	Entrepreneurs	20	5%
	Private Sector Employees	83	21%
	Education Workers	7	2%
	Freelancers	14	3%
	Public Transportation Stakeholder	81	20%
	Total	402	100%
	Monthly Income	< IDR 1.000.000	86
IDR 1,000,001 - 2,000,000		37	9%
IDR 2,000,001 - 3,000,000		77	19%
IDR 3,000,001 - 4,000,000		51	13%
IDR 4,000,001 - 5,000,000		35	9%
> IDR 5.000.000		116	29%
Total	402	100%	

public intention, so H1 is accepted. H2 predicts that affective public has a great influence with public intention with the empirical t-value of this variable is 1,291 for a probability error of 5%, when each affective public rises by one unit, with other variables fixed, it will increase public intention by 1,291. The coefficient value for H2 is 0.000 which is less than the significant level at 5% (0,000 < 0,05) with standard error of 0,141. The more people have a good feeling towards this project, the more influence the behaviour public in using high-speed rail. It means that affective public has a positive influence on public intention, so H2 is accepted. On H3, the empirical t-value is -0,794, when each public complaints rises by

one unit, with other variables fixed, it will reduce public intention by 0,794. The coefficient value for H3 is 0.000 which is less than the significant level at 5% (0,000 < 0,05) with standard error of 0,030. It shows Public complaints have a negative impact on the public intention at a significant level of 5%. Thus, the H5 is supported. The more complaints that people feel, can affect their attitude, especially the intention to use this transportation. It means that there is a relationship between public complaints and public intention, public complaints has a negative .

Table 4: Regression Analysis Testing Hypothesis.

Model	Unstandardized Coefficients		Standardized Coefficients	t	Sig.	Collinearity Statistics	
	B	Std. Error	Beta			Tolerance	VIF
(Constant)	.507	.171		2.963	.003		
Public Trust	3.227	.118	.487	9.309	.000	.597	2.518
Affective Public Trust	1.291	.141	.378	7.237	.000	.698	2.511
Public Complaint	-.794	.030	.136	4.024	.000	.951	1.052

influence on public intention, so H3 is accepted. Fig. 3. shows the hypothesis of this research.

4.3 Analysis of the First Hypothesis (H1)

The findings of the hypothesis show that public trust and public intention have a significant correlation with the standard error of 0,118 and coefficient value of $0,000 < 0,05$. In this study, trust was identified as a significant predictor of the public intention towards the Jakarta-Bandung high-speed rail. Therefore, the purpose of the H1 is accepted. The higher the public trust in this project, the higher the influence on the intention to use this transportation later. In the findings of Qu et al. (2017) public trust factors have an influence on public attitudes. In the study, it was shown that the public paid attention to the latest experience to decide whether to participate in planning rather than complaining about the planning department or planner. McCole et al. (2010) the findings and results prove that three general trust considerations such as the three parties, vendors and the Internet have a positive effect on consumer attitudes towards online purchases. Consumers will buy more from the website if they trust the website. The public perception seems positively related to their trust in Jakarta-Bandung High-Speed Rail. In fig. 4. shows that the public supported the existence of Jakarta-Bandung High-Speed Rail. They have good perceptions, agree and believe that this project could encourage the economic growth of the community, reduce congestion problems on the Jakarta-Bandung route and accelerate the mobility of the two cities. Congestion that occurs on the path to Jakarta or Bandung is one of the reasons why Jakarta-Bandung high-speed rail is made. Their level of trust seems high as evidenced by the number of respondents who chose the answer between agree and strongly agree. In figure 5. shows that one of the reasons public wants to use Jakarta-Bandung

transportation is that they want to participate in increasing community activities and encouraging the economic growth of the surrounding community around Jakarta to Bandung. Another reason is that they will use high speed because of the willingness in participate reducing the congestion problems on the Jakarta-Bandung route.

However, from the results of the survey conducted there were negative perceptions on the public towards Jakarta-Bandung high-speed rail. Seen in Figure 4., many respondents responded to disagree and strongly disagree related to the collaboration between Indonesia and China. They disagree with the decisions of the government and company did not use State Budget so made them borrow the funds to China. The perception of public trust in the decisions of the government and companies in collaboration with China can affect the public's intention to use Jakarta-Bandung high-speed rail. Because in fig. 5., shows the unwillingness of the public to use transportation that is also made by China.

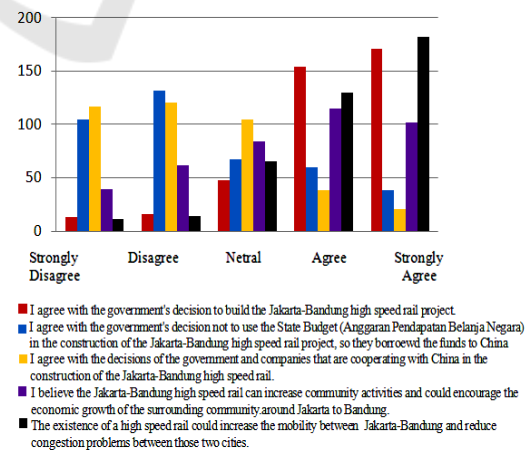


Figure 4: Public Trust Perception Questionnaire.

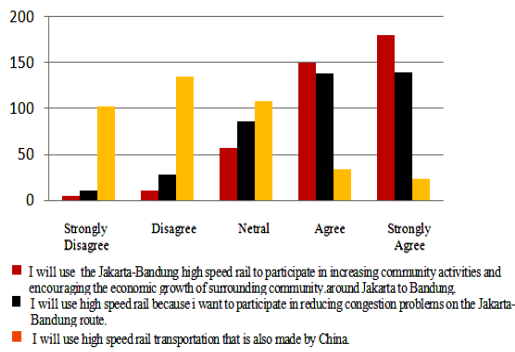


Figure 5: Public Intention Result Questionnaire.

4.4 Analysis of Second Hypothesis (H2)

The findings of the hypothesis show that affective public and public intention have a significant correlation with the standard error of 0,141 and coefficient value of 0,000 < 0,05. The more positive public affective, the greater their intention to use Jakarta-Bandung high-speed rail. In a research conducted by Giancola et al. (2002) shows that when all components of anger were taken into account, anger was a factor that made people consume alcohol or placebo drinks and put someone at risk for drunken aggression. Research conducted by Sundström et al. (2013) shows that affective or emotions affect impulse buying behavior in different ways. In the study, it is a pattern of consumers who are identified through the impulse buying process; escCepatm, pleasure, reward, scarcity, security, and anticipation. The respondents feel about nudity and smoking their influence and intention in following the Social Campaign (Sharma et al., 2012)

The public perception seems positively related to their affective towards Jakarta-Bandung high-speed rail. In fig. 6. shows that Public supported, appreciated and respected this project because the goals of this project are encouraging the economic growth of the community, reduce congestion problems on the Jakarta-Bandung route and accelerate the mobility between the two cities. Positive perceptions related to public affective will have a good impact on their intention to use Jakarta-Bandung high-speed rail, fig. 7. shows that on of the reason public will use this transportation because it has a speed of 350 km/hour which can reach a distance of 142,3 km (Jakarta-Bandung) with a time of 45 minutes, it would accelerate the mobility between the two cities. The positive perception influences the intention in using this transportation when it operates because the result of the survey shows people want to participate in encouraging the economic growth and

reduce congestion problems on the Jakarta-Bandung route.

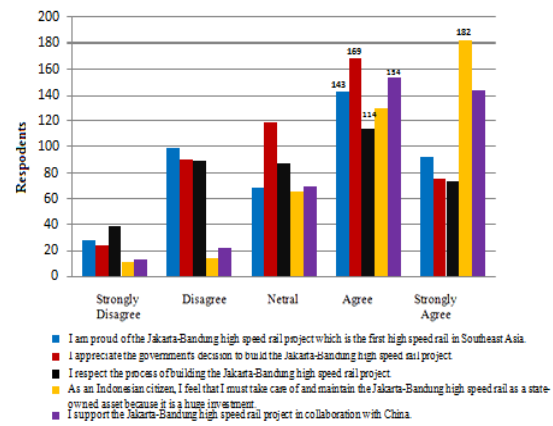


Figure 6: Affective Public Result Questionnaire.

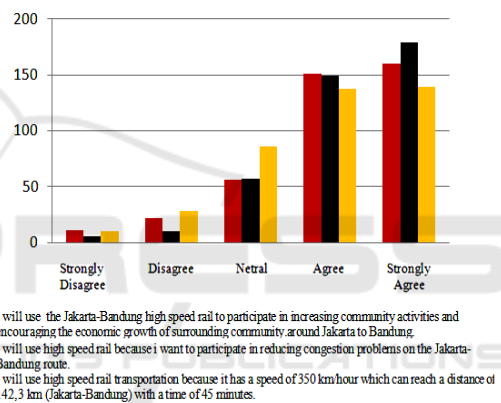


Figure 7: Public Intention Result Questionnaire.

4.5 Analysis of Third Hypothesis (H3)

The public complaint has a significant correlation with the standard error of 0,030 and the coefficient value of 0,000 < 0,05. In this hypothesis, the greater the public's complaints, the worse the public intention will be. The complaint was identified as a significant predictor of the public intention towards the Jakarta-Bandung high-speed rail. Therefore, the purpose of the third hypothesis or H3 in this study is accepted. In a study conducted by Qu (2017), it was shown that public complaints have a negative impact on behaviour on land-use planning in China. In the results of the survey, fig. 8. shows a small number of respondents who feel their business will be disrupted by the existence of Jakarta-Bandung high-speed rail. Where a small percentage of respondents are public transportation stakeholders such as bus drivers, travel or traders in the station and terminal area. The

congestion caused by the construction of this project was not felt by most respondents, it affected their intention to use high-speed rail in figure 5.8 shows that public wants to participate in encouraging the economic growth of the community, reduce congestion problems on the Jakarta-Bandung route, so they will use it later. Related to the responded towards the project that is not an urgent need and the ticket is too price, most of public responded to disagree. In fig. 6. shows that public supported, respected and appreciated this project. There are trains, travel, and toll road development on the Jakarta-Bandung route, figure 5.7 shows that the public will buy the ticket of high-speed rail at IDR 211.700 as long as it is safety, on-time schedule, and comfortable. But most of the respondent agree if the government and the company did not collaborate with China, because most of the respondent will not use the transportation that is also made by China.

5 CONCLUSION OF THE RESEARCH

ABC theory can be used to see public perception towards Jakarta-Bandung high-speed rail. Public agreed, supported and believed towards this project. Most of the respondent also did not mind with the congestion in the process of the project, they appreciated and respected this project because it can help the economy growth and reduce congestion problems, most of the respondents will use it because they want to participate in it. They will buy the ticket at IDR 211,700 as long as it is safety, comfortable and has on-time schedule. Most of the respondents did not agree with the decisions collaborated with China in this project, which affect the intention of respondents to use Jakarta-Bandung high-speed rail. They will not use transportation that is also made by China. Providing education by advertisement might be an alternative solution to change their perception towards the company in collaborating with China. In conducting advertisement which is one of the ways the company communicates with the public had not been effectively implemented. In providing positive information related to Jakarta-Bandung high-speed rail, third party companies endorsers such as public figures, outreach media such as medial social, National and Radio TV. Also the help of other consortium companies. The education by advertisement shows the advantages of high-speed rail and the reason the company cooperates with China.

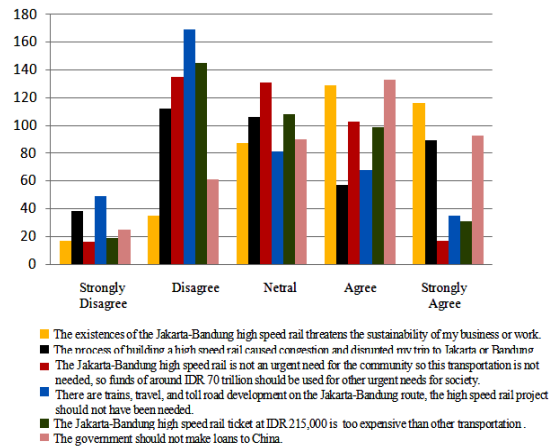


Figure 8: Public Complaints Result Questionnaire.

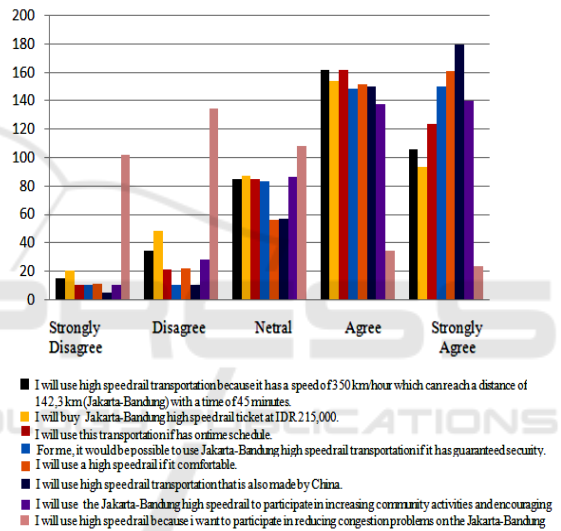


Figure 9: Public intention Result Questionnaire.

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