

LAMPIRAN

Lampiran 1: Transkrip Wawancara

Insights from Interviews: Understanding Interest in Japan-Made EMU in Indonesia

1. What motivates Japanese Railfans to visit Indonesia and explore the existence of Japan-made EMU (KRL)?

Hirano Satoshi: I am a Japanese Railfan from my born in 1970, especially my favorite is commuter trains and ordinary, local passenger trains, freight trains made in Showa Era (until 1989). And because I am a backpacker and historian, I have had a lot of interest to Indonesia and its history, culture. But mainly I have visited and researched China and other East Asian Countries, I had no chance of visiting Indonesia in the 20th century. But from the 21st century, a lot of used Japanese EMUs and DMUs were exported to Southeast Asia, especially to Indonesia. The most important motivation was the export of JR EMU Series 103 and TOKYU EMU Series 8000/8500 to Indonesia. These trains are my best favorites from my childhood. So, I decided on my first visit to Jakarta in 2009, and from 2009 to 2016, every 1 year I have visited to Jakarta (each time I have stayed for about 5-7 days). But at the same time, I have noticed that the original trains and locomotives of KAI are also very attractive, and the historical spots of Indonesia are very interesting, and the scenery of cities, towns, and fields are very beautiful. I enjoyed the combination of Japanese EMU and Indonesian culture.

Sugibayashi Keisuke: We are attached to Japan-made (used) KRL. And we are interested in those vehicles having a second life in Indonesia.

Namii Junichi: 2 に書いたノスタルジアやシンパシーを感じるためにインドネシアを訪問しています。そういった自分自身の欲求を満たすことに加え、TwitterなどのSNSで訪問体験をシェアすることで承認欲求も満たしていると思います。

2. What are the reasons Japanese Railfans have an interest in the presence of Japan-made EMUs in Indonesia? (Such as nostalgia, business trip)

Hirano Satoshi: Two different railway culture's encounter is too interesting. Originally Japanese EMU were made for Japanese society and based on Japanese culture. But in the completely different cultural atmosphere, Indonesian Railway staffs are studying the technologies hard and running the trains very well, and the trains are newly fit the Indonesian atmosphere. The most amazing thing is, the Japanese trains and Islamic culture are fit each other (I am not Muslim, but the train's running beside the masjids and in the azan call are my best favorite during my visit to Jakarta).

Sugibayashi Keisuke: I think there are many nostalgic elements that triggered our interest in Japanese EMUs. However, I think it is also interesting that modifications have been made to suit the characteristics of Indonesia (installation of barriers, change of paint, improvement of destination display, etc.).

In addition, in Japan, used KRL are often run-in local cities (countryside) with the number of cars shortened. But in Jakarta, they are still running in the same long formation (8 to 12 cars) as they did in Tokyo.

Namii Junichi: 主な理由は下記2つ

・ノスタルジア：自分が長く親しんできた車両に対して「昔はよかった」というノスタルジアを感じ、愛着を持っている。

多くの日本人は鉄道を単なる移動手段としてだけではなく、都会への憧れの象徴だったり、自分の生活の一部だったりと感じている。

・シンパシー：何十年と日本で走り引退後にインドネシアに譲渡され、そこでも頑張る姿にシンパシーを感じている。

3. What activities do Japanese Railfans engage in to support their interest in the existence of Japan-made EMUs in Indonesia? (Such as riding trains, documenting through photography, videos, blogs, collecting model trains, meeting and forming friendships with fellow Railfans)

Hirano Satoshi: Riding trains, and taking photos, then upload images and impressions to the internet (until several years ago on blog, but now on twitter) are main activities.

Unfortunately, there is no time making models of EMU's. But if there would be the finished products of EMU's and other Indonesian original trainsets, I must buy them.

Sugibayashi Keisuke: I think all of the examples you have given are applicable. I hope that through these activities, these will further deepen the exchange between Indonesia and Japan.

Namii Junichi: 遠い異国の地ということもあり、Twitter や YouTube 等の SNS での現地情報の確認が主である。

4. Where do Japanese Railfans typically engage in their hobbies during their visits to Indonesia?

Hirano Satoshi: Taking photos, riding trains and eating Indonesian dishes. Eating mie ayam bakso is the best selection when getting off the trains in the noon.

Sugibayashi Keisuke: They enjoy watching the trains come and go at major stations such as Manggarai and Jakarta Kota, and taking pictures along the train lines where they can take beautiful pictures. People who like to ride trains also enjoy observing the interior and listening to the sound of the motors.

Namii Junichi: 乗り鉄：KCI の各線に乗車、Jakarta Kota、Manggarai や Tanjung Priok などの駅を訪問。
撮り鉄：上記3つの駅に加えて以下3つが代表的なトレインスポットエリア

- ・Menteng の緩いカーブ (Wisma46 が見えるところ)
- ・Flyover Kranji
- ・Cawang 駅と Tebet 駅の間のストレート区間。

5. Are there specific peak periods when Railfans visit Indonesia? (Such as Golden Week or certain months)

Hirano Satoshi: Maybe the vacation season of Japanese universities (Feb.-Mar. and Jul.-Aug), because young student Railfans have a lot of time. Of course, there may be a lot of young and middle-age Railfans visiting in Golden week.

Sugibayashi Keisuke: We often visit during Golden Week, summer holidays, and the year-end and New Year holidays when we can take long vacations.

Namii Junichi: 学生: 学校が休みの期間、夏休み (7 月から 9 月)、冬休み (12 月中旬から 1 月上旬)、春休み (2 月中旬から 3 月末まで)
社会人: 年末年始、ゴールデンウィーク、お盆休み (中旬)。

6. What demographics of Railfans show interest in the Japan-made EMUs in Indonesia? (gender/age)

Hirano Satoshi: It is very difficult to say. If one series of trainsets are exported to Indonesia, the lover of this series trainsets are willing to go to Indonesia. This phenomenon is not limited to age. The lover of JR 103 are, roughly saying, relatively old. But the lover of Tokyo Metro 05 are, roughly saying, relatively young. It is depend on the ages of the trainsets. I don't know whether female Railfans (Tetsu-ko) are willing to visit Indonesia. Through the internet I haven't seen someone female Railfan visited Indonesia.

Sugibayashi Keisuke: Japanese Railfans are overwhelmingly male. They are mostly in their 20s to 60s in age. However, the majority of Japanese railroad fans are only interested in Japan's domestic railroads, and those who are interested in railroads in Indonesia and other countries are very small in relation to the overall fan population.

Namii Junichi: 性別: 男性が 95%以上のように思う
年齢: 14 歳ぐらいから 22 歳ぐらいの学生が 5 割、それ以上の社会人が 5 割
性格: 異性にはあまり相手にされないオタクな人が多いような気がします。

7. Why does this phenomenon of Japanese Railfans visiting Indonesia occur? (Through social media or through other means)

Hirano Satoshi: The combination of magazine reports and Internet contents. If a lot of Railfans know that Indonesia is suit for Railfanning, they are willing to visit Indonesia. I think it is very easily happening. (I am one of such Railfans).

Sugibayashi Keisuke: I think social media, railway magazines, personal blogs and websites have a big impact. Especially since the late 2000s when the Internet became popular, the number of visitors has been increasing.

Namii Junichi: 大学生や社会人になって経済的にも時間的にも余裕ができた人達が自分が好きだった車両の活躍を見たい、乗ってみたい、撮影してみたいという願望をかなえられるから。
経済的に余裕がない人はSNSなどで状況の確認にとどまる。

8. Do Japanese Railfans seek opportunities to make friendships with Railfan communities in Indonesia or meet fellow Indonesian Railfans?

Hirano Satoshi: If there are opportunities, a lot of Japanese Railfans would like so. But usually Japanese English skill are poor (I also...). It is my regret that I don't have enough time studying Bahasa Indonesia.

Sugibayashi Keisuke: Of course!!

Namii Junichi: あまり機会を求めているように思います。
長くはない滞在期間中に自分がしたいことに集中したいので、単独行動の人が多様な印象です。
日本での撮り鉄に人たちを見ていると、顔なじみの人はいるが行動を共にするかとするとそうでもないような印象です。
鉄道ファンはコミュニケーションスキルが高い人は少ない印象です。いわゆるコミュ障ですね。

9. What is your perspective on the phenomenon of Japanese Railfans visiting Indonesia? (In the context of the interest in the existence of Japan-made EMUs (KRL) in Indonesia)

Hirano Satoshi: Maybe the Japan EMU's existence itself is the best reason of visiting Indonesia.

If one Japanese railfan would not felt interest to Indonesian original trainsets (including MRT/LRT/KCIC) and Indonesian culture, their visit to Indonesia would not continue after the abandonment of EMU JR205 or Tokyo Metro 6000.

Sugibayashi Keisuke: I think it is a good thing that exchanges between Indonesia and Japan have progressed through the Japan-made EMUs (KRL).

Namii Junichi: 鉄道をきっかけに現地を実際に訪れてインドネシアを肌で感じるのは、自分自身の了見を広げることにもなりますので、とてもよいことだと思います。
できることなら鉄道以外の人々や文化にも触れてほしいですが、難しいですね。.

10. How do Japanese Railfans describe their experiences during their visits related to the existence of Japan-made EMUs?

Hirano Satoshi: Amazing, amazing, amazing!
From my view this amazing is made by the combination with Indonesian culture and Indonesian original trains.
But whether other Japanese Railfans feel the same feeling, I don't know.

Maybe some of the Railfans only feel amazed to the Indonesian original train color.

Sugibayashi Keisuke: Many people have commented on social media that they had a very wonderful experience in Indonesia. As a result of these reviews, more and more people are visiting.

Namii Junichi: Twitter やブログ等で発信している。何故か Instagram ではあまり見かけないような気がします。

11. Are Japanese Railfans interested in learning about the history of Indonesian railways and comparing them to railways in Japan during their visits?

Hirano Satoshi: During the visit to Jakarta, the everyday's activity (taking photos and riding trains) is too hard to think of learning history. After going back to Japan, through reading books and internet contents, increase the recognition.

Sugibayashi Keisuke: Of course, we are interested. Indonesia's railways, which developed under the influence of foreign countries such as the Netherlands and Japan, have some similarities and differences to Japan Railways, and many people want to understand the background to this.

Namii Junichi: 残念ながら興味を持つ人は少ないと思います。
大多数の人の訪問理由は日本で活躍していた中古車両がインドネシアで第二の人生を頑張っている、というのを見たい、乗りたい、撮りたいというものだからです。
高木さんは KAI の特急列車などのブログ記事は需要がない、読む人が少ないとよく言っています。
私のように Bandung の山の中まで行って写真を撮るといふ人はほとんどいないのが実情です。

12. What is your opinion regarding the presence of Japan-made EMUs in Indonesia? (Both new and used EMU)

Hirano Satoshi: Thank Indonesians very much buying, using, and loving Japan products.

But at the same time, it is natural that, as the development of Indonesian economy and technologies, the EMUs in Indonesia will be made in Indonesia. The process of it is also very interesting.

Sugibayashi Keisuke: We are grateful that the Indonesian people take good care of the used EMUs that we have ridden many times in Japan.
We are also interested in new EMUs (MRT, Rheostatic, Hitachi, etc.) that are based on Japanese railway technology but customized to Indonesian specifications.

Namii Junichi: 上述した通り、私もインドネシアで活躍している日本製 EMU の姿にノスタルジアやシンパシーを感じている一人です。
日本製 EMU のおかげでインドネシア人の友人もできましたし、今でもつながりがあるのはとてもよいことだと感じています。
ただ、日本製 EMU は日本人のノスタルジアやシンパシーのために運行されているわけではなく、あくまでも現地の方々の通勤や週末の移動のためのものです。

そう考えるといつまでも中古車両ではなく新車での運行の方が快適で安全な乗車体験につながると思います。
どうやらインドネシアにおける新車製造に日本（企業）が関与するようですので、それは日本人として喜ばしく感じます。



Lampiran 3: Transkrip Kuesioner Google Form

Questionnaire on Interest of Japanese Railway Enthusiasts

Questions Responses 40 Settings

Responses cannot be edited

Questionnaire on Interest of Japanese Railway Enthusiasts

こんにちは
初めまして。私はChiara Hawuhitaと申します。

現在、私は「日本の鉄道ファンによるインドネシアにおける日本製の通勤電車(KRL Commuter)の存在への関心」という卒業論文を書いています。この研究は、鉄道ファンを対象とした日本の大衆化であり、日本製のEMU(Electric Multiple Unit)がインドネシアで第二人生を過ごした現象についてです。

そのため、調査データを収集するためにGoogle フォームを使用しています。以下の条件を満たす回答者のご協力をお願いできればと思います：

1. 日本の鉄道ファンである方
2. インドネシアにおける日本製のEMUの存在に興味をお持ちの方
3. インドネシアを訪れたことのある方

よろしくお願いたします。

はうあひた・ちあら

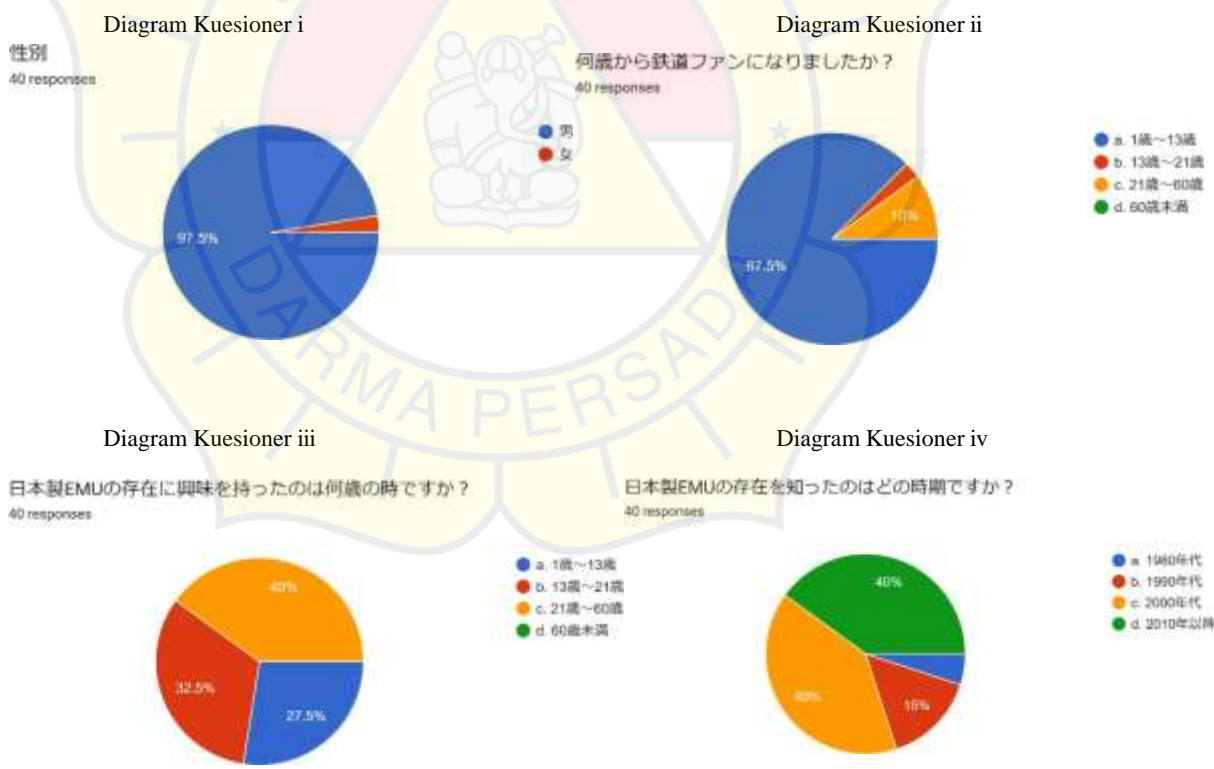
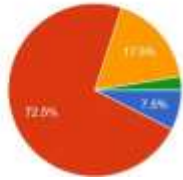


Diagram Kuesioner xiii

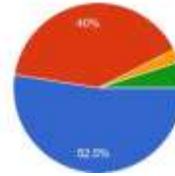
日本製EMUに関連するアイテムや記念品を収集していますか？
40 responses



- a. はい、いくつかのコレクションを保持しています。
- b. はい、いくつかのコレクションを持っています。
- c. いいえ、関連するアイテムを収集していません。
- d. いいえ、興味がありません。

Diagram Kuesioner xiv

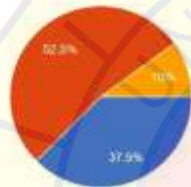
日本製EMUの存在が、インドネシアの鉄道と鉄道としての学習意欲にどの程度影響を与えていますか？
40 responses



- a. 非常に影響を受けており、鉄道についてさらに学びたいと思っています。
- b. 一部影響を受けており、鉄道についてもっと知りたいと思っています。
- c. あまり影響は受けておらず、私の心は鉄道全体とは関係ありません。
- d. 重要な影響は受けていないが、よむわけではありません。

Diagram Kuesioner xv

日本製EMUに関する最新情報をどの程度追っていますか？
40 responses



- a. 常に最新情報を追っています。
- b. 時々最新情報を追っています。
- c. あまり最新情報を受けない。
- d. 最新情報を追っていません。

Diagram Kuesioner xvi

日本製EMUに関する情報を他の人と共有する際に、どの程度貢献していますか？
40 responses



- a. 積極的に情報を共有しています。
- b. 時々情報を共有しています。
- c. あまり情報を共有していません。
- d. そのような活動には関与していません。