

Spatial Analysis of the Circular Migrant Workers Places of Origin in Bekasi Regency

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Abstract Bekasi Regency in West Java Province attracts many migrants from other regions due to the presence of numerous large industrial companies that support the local economy and income. One such company is PT. Suzuki Indomobil Motor Tambun, located in South Tambun District, which operates in the automotive industry. This study aims to identify the factors influencing circular migration and the distribution of the regions of origin of workers engaging in this migration. The methods employed include qualitative descriptive analysis, while spatial analysis is used to assess the distribution of the workers' regions of origin. Primary data were collected to identify migrant characteristics, including age, gender, region of origin, place of residence, and mode of transportation. The results indicate that the motivation to work at PT. Suzuki Indomobil Motor Tambun stems from greater job opportunities compared to the migrants' places of origin, as well as higher wages. The primary reason migrants do not seek employment in their home regions is due to a lack of job opportunities. Furthermore, the origins of circular migrant workers are spread across 12 provinces, with the majority coming from Central Java.

Keywords: Bekasi, Circular Migrant; Origin of Workers; PT. Suzuki Indomobil Motor Tambun; Spatial Analysis

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1. Introduction

The mobility or migration of a population is defined as the movement of people with the intention of settling from one place to another, crossing political or national boundaries as well as administrative or regional boundaries within a country (Jalaludin, 2021).

Someone engages in mobility with the aim of improving their quality of life, such as meeting secondary food needs and so on. Besides the goal of

meeting secondary food needs, there are other goals, such as obtaining a job and earning a higher income than in their place of origin. The destination area for population mobility is an area that offers greater opportunities for better employment and higher income compared to the place of origin.

The phenomenon of people moving from one area to another is not uncommon around us. This migration occurs because an area is perceived as less potential or insufficient to meet an individual's needs for continuing their livelihood. This results in people moving to areas deemed more potential than their place of origin. Migration (the process of population movement)

remains a common issue in many developing countries. The impact of multidimensional factors driving population migration has drawn the attention of experts, researchers, and scholars over the past four decades (Muhammad & Tjiptoherijanto, 2021). This phenomenon occurs in various regions of Indonesia, particularly in contexts where many workers from rural areas migrate to urban areas (SUNDARI et al., 2020). Population migration has both negative and positive impacts; one of the positive impacts is the increase in income, health, welfare, and social change. However, the negative impact on urban areas includes an increase in unemployment and underemployment (Budiarty et al., 2023).

There are two types of mobility: permanent migration and non-permanent migration, also known as circular migration. Permanent migration refers to the movement of people across territorial boundaries with the intent to settle in the destination area (Hidayatulloh & Hidayat, 2023). Meanwhile, circular migrants, also known as 'repeat' migrants, may have various reasons for moving from their home country to the destination country. Some work temporarily in the destination country and, after their work contracts end, return to their home country, only to migrate again after securing a new work contract (Kodra, 2021). Those engaging in circular migration often have different reasons, one of which is economic pressure due to unmet daily needs (Budiarty et al., 2023). However, circular migration has negative impacts, such as causing labor shortages in the home country,

the potential for migrant abuse and discrimination, and increased illegal migration due to restrictive measures in host countries (Kodra, 2021).

Bekasi Regency is one of the regencies in West Java Province that attracts many migrants from other regions. This occurs due to the numerous large industrial companies that support economic activities and the income of the community. This condition attracts migrants to move to Bekasi Regency. One example of such a company is PT. Suzuki Indomobil Motor Tambun in South Tambun District. The type of mobility activity carried out by the workers at PT. Suzuki Indomobil Motor is circular migration. Migration occurs due to attractive factors in certain areas, such as business opportunities, ample job prospects, higher wages, as well as free or affordable social facilities, and economic externality benefits, which tend to encourage people to migrate. This tendency is further strengthened if there are negative factors in the origin area, such as limited business and job opportunities, low wages, and high living costs and taxes. As a result, population mobility increases because job opportunities in the origin area become more limited, prompting individuals to migrate to places that are perceived to offer higher income (Mujiburrahmad et al., 2021). This is supported by the research of Syamsuddin (2020) in a study by Deesye (Bue et al., 2022), which states that the wide range of job opportunities and diverse employment in urban areas are reasons for migration.

One of the industrial companies in South Tambun District, named PT.

Suzuki Indomobil Motor Tambun in South Tambun District, is an automotive company that produces, markets, and trades motorcycles, cars, and outboard motors, as well as selling spare parts and providing repairs. With a land area of 54.784 hectares and adequate human resources support, South Tambun becomes a strategic area for economic development (SUZUKI, 2022). This attracts residents from outside South Tambun District to apply for jobs or be invited by friends who already work at the company. Economic factors greatly influence migration. Not all employees at the company engage in circular migration; some commute because their homes are nearby and transportation is easy.

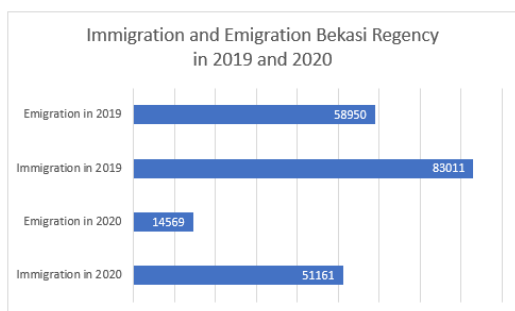


Figure 1. Immigration and Emigration Bekasi Regency in 2019 and 2020

In June 2021, PT. Suzuki Indomobil Motor Cakung moved production from Cakung to Tambun and Cikarang, thereby relocating workers to both locations (SUZUKI, 2021). This can cause traffic congestion, reduced land area, and increased population density, especially in South Tambun District, which borders Bekasi Regency. Bekasi has the highest minimum wage in West Java in 2022, at Rp. 4.816.921,17, while Bekasi Regency's is Rp. 4.791.843,90 (Dinas Tenaga

Kerja dan Transmigrasi Provinsi Jawa Barat, 2022).The high population density in South Tambun District is influenced by circular migration, leading to social, economic, and environmental issues such as limited land, air pollution, and slum settlements.

Even so, the community's decision to engage in circular migration in Tambun Selatan District needs to be reconsidered. It is necessary to identify the factors that influence the community to engage in migration, which also needs to be studied to support migrant data. Related research has previously been conducted on the analysis of circular mobility patterns of the population. Kota Bandar Lampung di Provinsi Lampung, discusses individual decisions to carry out Non-Permanent Mobility (Budiarty et al., 2023).

This research was conducted to identify the factors that influence the community to engage in circular migration and to present spatial data on the distribution of the areas of origin of migrant workers using qualitative descriptive research methods. This research is expected to be useful in understanding the positive and negative impacts of circular migration on both the areas of origin and destination, as well as the socio-economic conditions and the distribution of the areas of origin of migrants. Based on this, this research is titled "Spatial Analysis of the Areas of Origin of Circular Migrants at PT. Suzuki Indomobil Motor Tambun, Bekasi Regency".

2. Methods

Study Area Review

The research location is in Tambun District, Bekasi Regency.

Geographically, Bekasi Regency is situated between 6° 10' 53" - 6° 30' 6" South Latitude and 106° 48' 28" - 107° 27' 29" East Longitude. Bekasi Regency covers an area of 1.273,88 km², Tambun Selatan District covers an area of 37,12 km², and Jatimulya Village covers an area of 5,68 km². PT. Suzuki Indomobil Motor Plant Tambun is located at Jalan Raya Diponegoro Km. 38,2, Jatimulya Village, Tambun Selatan District, Bekasi Regency, West Java. PT. Suzuki Indomobil Motor Plant Tambun covers an area of 124.000 m².

This research was conducted at PT. Suzuki Indomobil Motor Plant Tambun because the company is one of the largest industries in Bekasi Regency, offering high wages, which attracts many migrants from various regions to work there. The map of the research location can be seen in Figure 2.

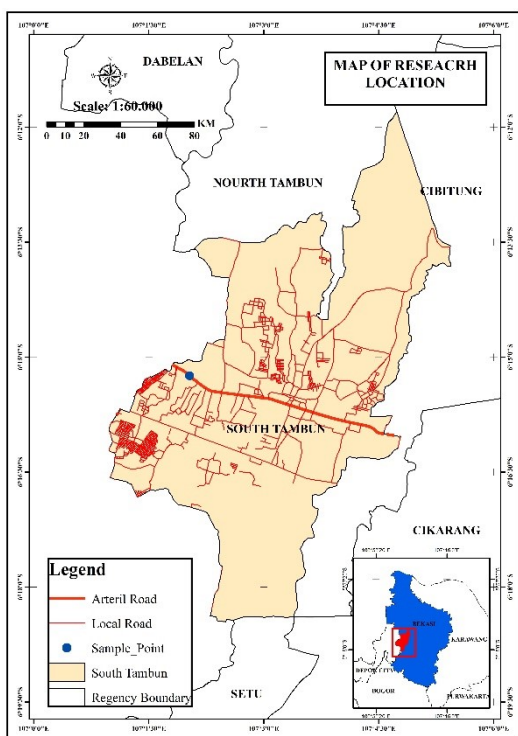


Figure 2. Map of Research Location

Research Method

The method used in this study is qualitative descriptive analysis. According to Sugiyono (2017) as cited in R. Anisya's research (Septiani et al., 2022), qualitative descriptive analysis is a method that describes, explains, and presents the events or objects being studied as they are based on the situation and conditions when the research was conducted. This means that the data collected are not numerical but consist of results from questionnaires, field notes, personal documents, and other official documents.

Data Collection

The types and sources of data in this research consist of secondary and primary data. The secondary data used include administrative maps, Indonesian topographic maps, employee numbers, and addresses of their areas of origin. Secondary data is used to determine the distribution of the areas of origin of workers at PT. Suzuki Indomobil Motor Plant Tambun. Primary data is used to determine the motivation of workers to engage in circular migration. Primary data was obtained through observation, questionnaires, and documentation. Observations were made to directly observe workers and the research location conditions. Questionnaires were administered directly to respondents (workers) by having them fill out prepared paper-based forms. Documentation was done to record the activities of questionnaire distribution and observation of the research location.

Sampling Technique

The sampling technique used is stratified random sampling. Stratified sampling is a sampling method where a population is divided into mutually

exclusive groups (called strata), and then a simple random sample or systematic sample is selected from each group (each stratum) (Firmansyah & Dede, 2022).

Table 1. Secondary Research Data

Secondary Data	Function	Source
Number of employees	To determine the number of employees and to differentiate between employees with IDs from outside Bekasi Regency/City	PT. Suzuki Indomobil Motor Plant Tambun
Administrative boundaries of Bekasi Regency	To identify the administrative boundaries of Bekasi Regency	Geospatial Information Agency
Indonesian Topographic Map	To map the spatial distribution of workers' areas of origin	Geospatial Information Agency

Table 2. Research Parameters

Parameter	Indicator
Demographic Characteristics	Age
	Gender
	Marital status
	Number of children
	Length of stay
Social Characteristics	Frequency of returning home
	Education
	Residential status
	Place of origin
Mode of Transportation	Motivation for working at PT. Suzuki Indomobil Tambun
	Type of vehicle
	Travel distance
Economic Character	Travel time from the place of origin
	Monthly income and expenses
Type of Work	Total living expenses
	Revious work before doing circular migration
	Started working at PT. Suzuki Indomobil Tambun
	Working hours every

Table 3. Non-Bekasi ID Card Sample Calculation Table

Division Groups	Packing Export GG and Office & Kantin	Pressing and Welding	Packing Export and Machining	Painting Metal and Assembling Engine&Body	Painting Plastic and Plating	Cbu 2W and Final Inspection	Total
Number of Non-Bekasi ID Card Workers	130	230	305	320	265	250	1500
Sample Obtained	6	10	12	12	10	10	60

The population of migrant workers is 1,500 individuals who hold IDs from outside Bekasi Regency or City, with grouping in each division. Thus, the sample obtained from the

questionnaires will vary, but the researcher aims to have 60 workers as the sample using the formula $\frac{\text{sample size}}{\text{population size}} \times \text{stratum size}$. The

following table presents the secondary data obtained from the institution, the primary data from interviews that will be used for this research, and the sample calculation table.

Data Processing and analysis

The data processing in this research is done using a laptop, with Microsoft Excel being used as a tool to store the results of the questionnaires filled out by circular migrant workers who do not hold Bekasi Regency/City IDs, and ArcGIS software to produce a final map showing the spatial distribution of the areas of origin of workers at PT. Suzuki Indomobil Motor Plant Tambun.

This study uses a qualitative descriptive method. The research provides a descriptive analysis of the data collected from field notes, observations, responses from the worker questionnaires, and documentation based on the researcher’s needs. This information is then compiled to depict the spatial distribution of the workers’ areas of origin and the social and economic aspects of circular migrants at PT. Suzuki during their population mobility.

3. Results and Discussion

Residential Ownership Status

From Figure 4, it is known that 8 circular migrant worker respondents live with relatives, 25 respondents live in their own homes, and the majority, 27 respondents, live in rented/leased accommodations during their time as circular migrant workers. Therefore, 14 respondents residing in Bekasi Regency mostly live in rented/leased accommodations, 1 respondent

commutes and lives in rented/leased accommodations in East Jakarta, and 13 circular migrant worker respondents live in rented/leased accommodations in Bekasi City. Respondents who live with relatives are mostly migrant workers who have recently migrated to Bekasi Regency or Bekasi City. There is 1 respondent who commutes and lives with a relative because they are taking care of a special needs family member.

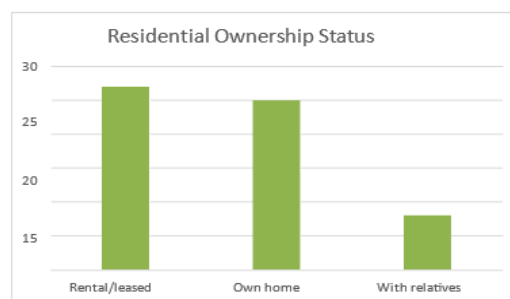


Figure 3. Residential Ownership Status.

Duration of Stay of Migrant Workers

It is known that of the 60 migrant workers who participated in this study, most have lived in Bekasi City or around PT. Suzuki Indomobil Motor Plant Tambun for 4-6 years, with 29 respondents in this category. There are also 4 respondents who have lived there for more than 13 years. Additionally, 6 respondents commute from their homes to work at PT. Suzuki Indomobil Motor Plant Tambun.

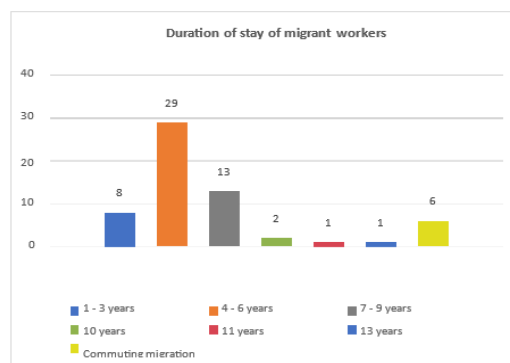


Figure 4. Duration of Migrant Workers' Stay.

Frequency of Migrant Workers Returning Home

From Figure 6, it can be seen that of the 60 migrant worker respondents in this study, 33 respondents return to their hometowns once a year, 11 respondents return twice a year, 3 respondents return three times a year, 4 respondents return four times a year, 3 respondents return every month, and 6 respondents commute. Respondents who return to their hometowns once a year usually do so during the Eid al-Fitr holiday and because the distance from their hometown to their current residence is very far. Migrant workers who return to their hometowns every month do so because the distance from their current residence to their hometown is very close, taking only 1-4 hours by motor vehicle or public transportation.

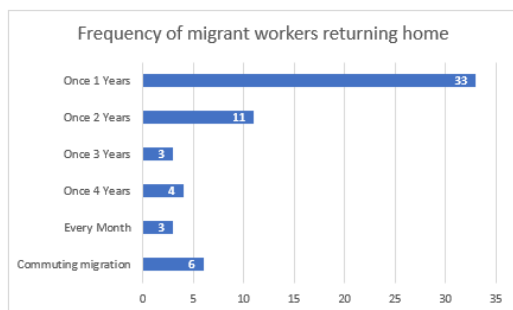


Figure 5. Frequency of Migrant

Demographic Characteristics of Workers Affecting Circular Migration

majority of workers are 27 years old, with most of them married (42 respondents) and not having children. This situation indicates that workers are in a life phase that allows them to work far from their families with a low frequency of returning home. Most workers live in rented accommodation, reflecting temporary housing choices as they have been living at the work

location for 4-6 years and usually return to their hometowns about once a year. This combination of age, marital status, and housing choices suggests that these demographic factors influence the pattern of circular migration, where workers tend to choose medium-term job stability with limited return commitments.

The findings of this study differ from those of (Rahim et al., n.d.), which found that age and marital status did not significantly affect circular migration. This is due to the age range of respondents in that study, which was 30-50 years, and an almost equal distribution between married and unmarried respondents.

Social Characteristics of Workers Affecting Circular Migration

The influence of social characteristics on circular migration can also be seen from the level of education of workers, with most having only a high school education. This education level influences the types of jobs they can access, often in the informal sector or low-wage jobs, which pushes them to become circular migrants. The choice of transportation, mostly motorcycles, reflects the workers' efforts to save on mobility costs and maintain flexibility in traveling from their rented accommodation to the workplace. These factors of education and transportation choice indicate that limitations in access to better jobs and the need for efficient mobility are the main reasons they engage in circular migration.

This research aligns with Fadly 2022 study, which found that education influences interest in circular migration

(Yulianto & Furqan, 2022). The higher the education, the greater the opportunity to work in the formal sector, as working in the service sector requires higher education (at least a senior high school). Increasing education levels in society will boost migration. Higher education will influence an individual's mindset to seek better income (Mujiburrahmad et al., 2021).

Economic Characteristics of Workers Affecting Circular Migration

The economic characteristics affecting circular migration can be seen from the monthly income of workers, which averages over Rp.7,000,000 with monthly expenses around Rp.4,000,000 and an average family dependency of two people. The relatively high income compared to expenses indicates a financial surplus, allowing workers to allocate part of their earnings for remittances to their hometowns or investments. The minimal family dependency of an average of two people also allows workers to support their families well, even while working far from home. This combination of sufficient income, controlled expenses, and minimal family dependency is the main reason workers choose to engage in circular migration, as they can balance their family's economic needs with job opportunities outside their hometowns.

The findings of this research are consistent with (Bue et al., 2022), which found that income significantly affects circular migration to Sumbawa City. If income in another region is higher than in the area of origin, the interest in circular migration will increase.

Reasons Migrant Workers Engage in Circular Migration

The Results of Interviews with Non-Bekasi ID Card Migrant Workers the interviews with non-Bekasi ID card migrant workers revealed that the majority of respondents migrated for more job opportunities and higher wages, with 19 respondents each citing these reasons. Sixteen respondents sought jobs that matched their skills. Three respondents prioritized the strategic location of factories in Tambun, Bekasi, or Cikarang, Bekasi. Another three respondents migrated due to the complete city facilities, including transportation, infrastructure, job opportunities, and adequate health and education access. Can be seen in Figure 7.

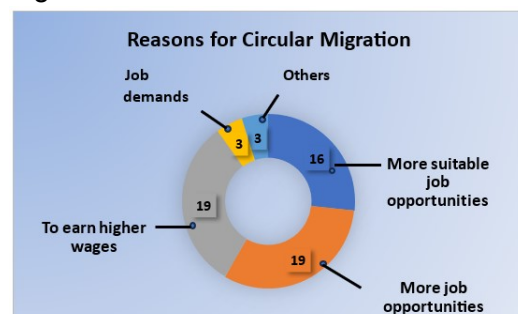


Figure 6. Motivation for Circular Migration

Motivations of Migrant Workers Seeking Employment in Bekasi Regency

The interview results regarding the motivations of respondents who engage in circular migration (migrating) to Bekasi Regency showed that the most common reason was the lack of job opportunities, with 29 respondents. The second most common reason, cited by 14 respondents, was low wages, referencing the Bekasi Regency minimum wage in 2023 of IDR 5.137.575,44 as stipulated in the West

Java Governor's decree (Kepgub) No 561.7/Kep.776-Kesra/2022 concerning the 2023 West Java minimum wage. Thirteen respondents stated that the jobs available did not match their skills. Additionally, according to Mr. Waryanto, the reason for working at PT. Suzuki Indomobil Motor Plant Tambun is:

"Because it matches the skills I have or the knowledge I gained from a vocational school in the same field."

Mr. Arif provided another reason for working at PT. Suzuki Indomobil Motor Plant Tambun, stating that he:

"Wants to learn about the industrial world and apply the relevant knowledge."

The push factor occurring in Bekasi Regency includes a strong drive from the region, such as the availability of jobs and more employment opportunities that match the skills of the population. This creates a pull factor in Bekasi Regency, attracting many people from outside the area to seek employment there. An example of the pull factor is the potential for higher income compared to what they could earn in their place of origin.

The results of this study align with previous research conducted by (Bue et al., 2022), which found that employment significantly influences the interest in circular migration to Sumbawa City. Most respondents in that study were rural farmers who, due to unstable income, were motivated to seek better economic opportunities in the city.

However, this analysis also highlights negative impacts from the pull factor, such as population density and other social issues. Negative impacts from the push factor include air pollution from factories and public transportation used daily, which can contaminate rivers if factory waste is not properly managed.

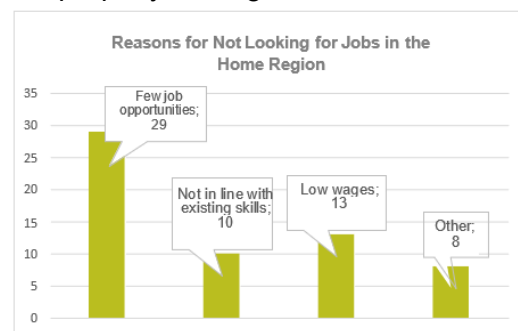


Figure 7. Motivation to Work in Bekasi Regency

Starting Work at PT. Suzuki Indomobil Motor Plant Tambun

From the questionnaire results with 60 respondents, it can be concluded that from 2011 to 2020, there was a significant increase in the number of workers at PT. Suzuki Indomobil Motor Plant Tambun, with 36 respondents. However, from 2021 to 2023, there was a 23% decrease, or 14 respondents, and the fewest respondents, 4, reported starting work between 1994 and 1996.

The working hours at PT. Suzuki Indomobil Motor Plant Tambun vary, with most respondents reporting 8-hour shifts, and a few indicating 8-10 hour shifts due to overtime. Workers typically have one day off per week, which can be either Saturday or Sunday. The plant operates both day and night shifts, with day shifts running from 08:00 to 16:00 and night shifts from 20:00 to 07:00.

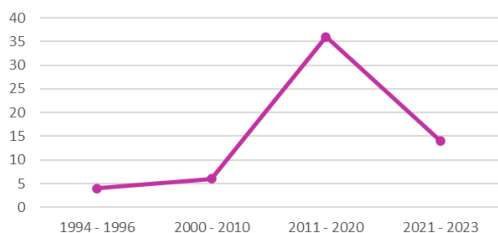


Figure 8. Started working at PT. Suzuki Indomobil Tambun

Plans of Migrant Workers After Leaving Their Jobs

Most migrant workers at PT. Suzuki Indomobil Motor Tambun plan to return to their hometowns if they no longer work there. Figure 10 shows that the majority of respondents, especially those who have worked for more than 6 years, prefer to return. Twenty-one respondents chose to return, while those who opted to stay cited comfort, long commuting distances, or the practice of circular migration.

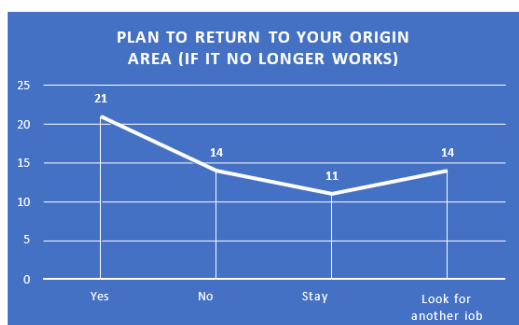


Figure 9. Plan to Return to Home Area

There are 14 respondents who chose to look for other jobs, but still prefer to find employment within Kabupaten Bekasi. The most common reasons for wanting to stay in Kabupaten Bekasi are "more job opportunities" and "more suitable job openings in the target area." It can be concluded that the respondents who opted to seek other employment have not been working at PT. Suzuki

Indomobil Motor Tambun for long and still see opportunities to explore other jobs.

Distance from Residence to PT. Suzuki Indomobil Motor Plant Tambun

From figure 11, it is seen that most migrant workers travel more than 6 km to work, with 31 respondents indicating this distance, 14 respondents traveling 2-4 km, 10 respondents traveling 4-6 km, and 5 respondents traveling less than 2 km. It can be concluded that migrant workers at PT. Suzuki Indomobil Motor Plant Tambun travel more than 6 km daily, due to reasons such as commuting back and forth (6 respondents), living with relatives to save on rental costs, and relocating from PT. Suzuki in Cakung, East Jakarta to PT. Suzuki in Tambun.

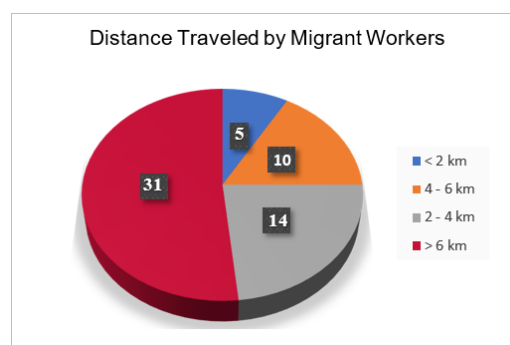


Figure 10. Migrant Workers Travel Distance

Mobility of Migrant Workers from Residence to PT. Suzuki Indomobil Motor Tambun

Bekasi Regency is an industrial area that attracts many individuals seeking employment, leading to circular migration—where individuals move closer to their workplace without intending to settle permanently in the

area. The study shows that migrant workers reside in Bekasi Regency, Bekasi City, East Jakarta, South Jakarta, and Karawang Regency.

The research found that most migrant workers live in Bekasi Regency, specifically in South Tambun District, with 14 respondents. The highest number of respondents, 5, live in Sumberjaya Village, followed by 4 in

Jatimulya Village, 2 in Setiamekar Village, and 1 each in Mangunjaya, Mekarsari, and Tridaya Sakti Villages. Additionally, there are migrant workers residing in North Tambun District, with 3 in Karangsatria Village, and 1 each in Satriajaya and Sri Amur Villages. Migrant workers also live in Setu District, with 1 respondent each in Cijengkol and Cikarageman Villages.

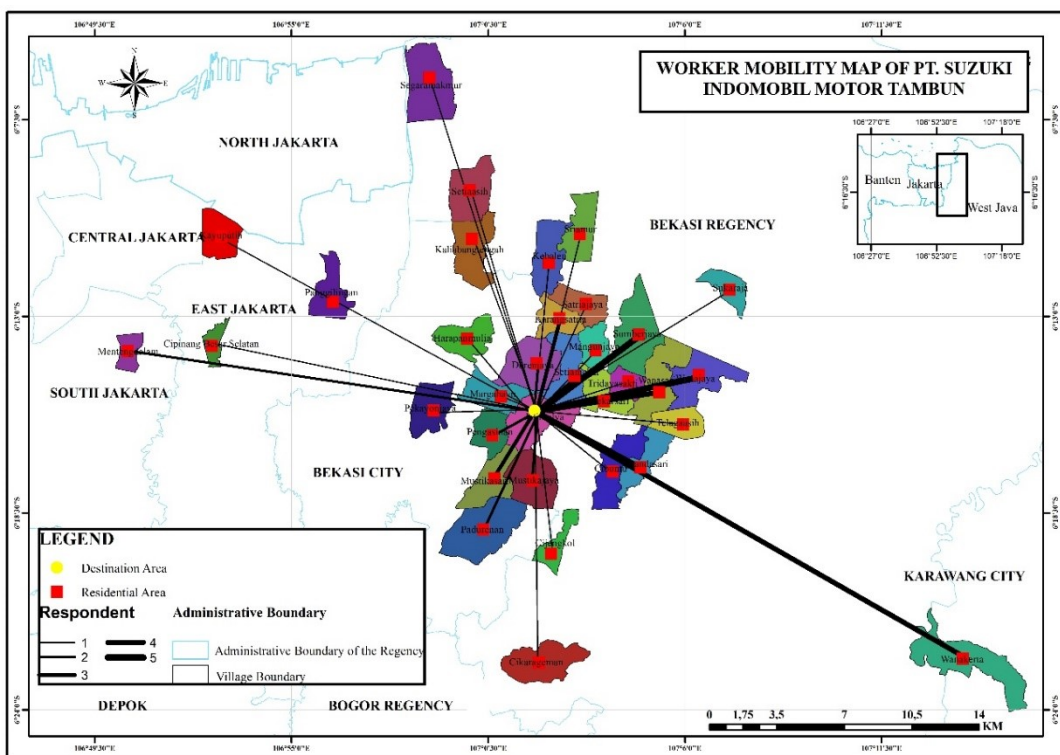


Figure 11. Flowmaps Distribution of Migrant Workers' Residences

Travel Time from Migrant Workers' Places of Origin to Bekasi Regency

Among the 60 migrant worker respondents, travel time to Bekasi Regency varies due to their origins being spread across various provinces. Travel times are categorized into six groups: 1-6 hours (19 respondents), 6-12 hours (25 respondents), 12-18 hours (4 respondents), 18-24 hours (5 respondents), 2x24 hours, and 3x24 hours (7 respondents). The duration of

the journey is influenced by the mode of transportation and the distance traveled.

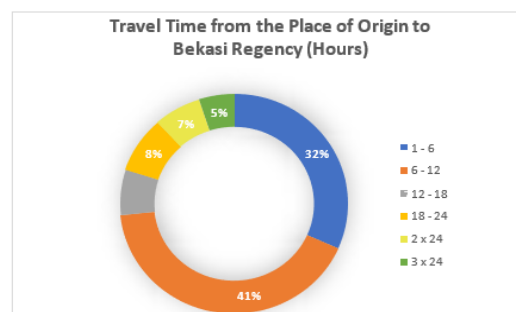


Figure 12. Travel Time Mobility

Distribution of Migrant Workers' Places of Origin

Interviews regarding places of origin show that the 60 respondents engaging in circular migration are spread across 13 provinces in Indonesia. Bekasi Regency, being an industrial area, attracts many individuals seeking employment, with PT. Suzuki Indomobil Motor Tambun hiring workers from various locations.

The map of migrant worker distribution shows interprovincial movement, with the highest number from Central Java (19 respondents), followed by West Java (12), East Java (8), DKI Jakarta (7), North Sumatra (3), Banten, North Sulawesi, and South Kalimantan (2 each), and West Sumatra, Riau Islands, South Sumatra, Lampung, and South Sulawesi (1 each).

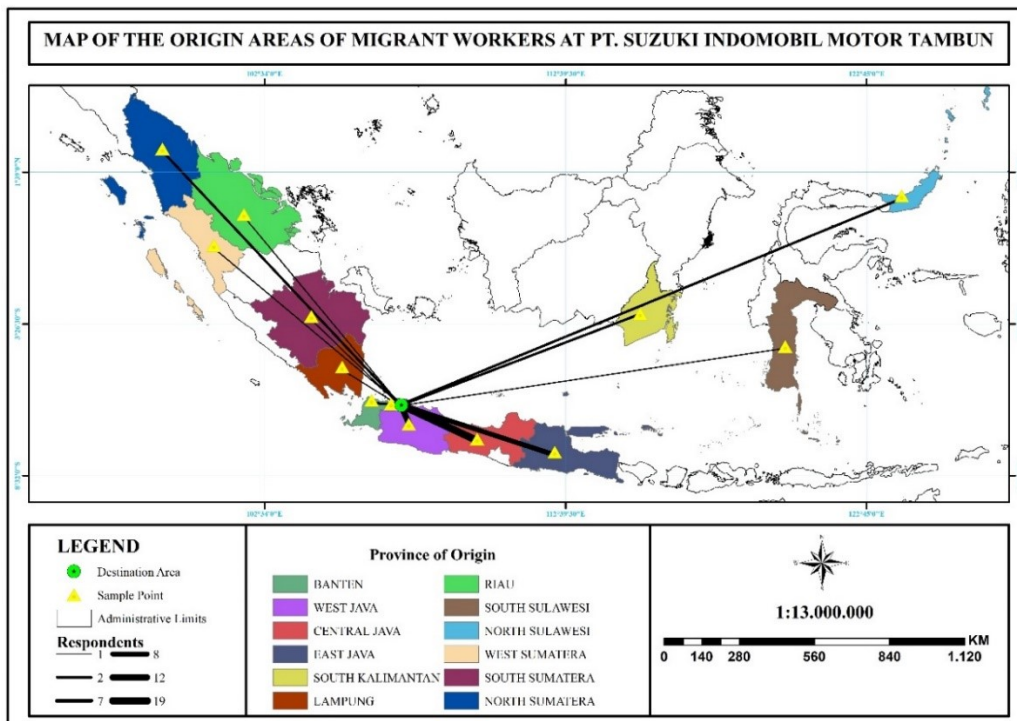


Figure 13. Flowmaps Distribution of Regions of Origin of Migrant Workers

Map illustration 14 depicts the flow maps of the distribution of the areas of origin of workers engaging in circular migration to Tambun District. The map shows that circular migrants come from 12 provinces in Indonesia, indicating that the PT. Suzuki Indomobil Motor Tambun industry is capable of meeting the needs of the surrounding areas and attracting people from other regions. It can be seen that population movement across administrative

boundaries is highly varied. This movement not only occurs between districts or regencies but also involves movement across provincial boundaries.

According to the interviews with 60 respondents, it was found that the distance from the workplace to the area of origin affects the tendency of workers to engage in circular migration with an annual return pattern. This shows that distance is an important factor in

determining circular migration patterns. The closer the distance between the workplace and the area of origin, the higher the intensity of daily circular migration or commuting. Conversely, the farther the distance, the more likely workers are to stay longer, with weekly or monthly return patterns. As shown in Figure 14, most workers from outside Bekasi City choose to stay longer due to the long distance to their destination and the consideration of cost efficiency and available time effectiveness.

4. Conclusion

The conclusions of this study show that the primary motivation for migrant workers to work at PT. Suzuki Indomobil Motor Tambun is the greater job opportunities and higher wages compared to their areas of origin, which lack sufficient job opportunities. Demographic factors such as age, marital status, and temporary housing choices more common among younger, unmarried workers also influence circular migration patterns in Bekasi Regency. Meanwhile, the origins of circular migrant workers span 12 provinces, with the majority from Central Java, indicating significant interprovincial mobility. This study can serve as a reference for the government in evaluating and planning policies to reduce unemployment rates in various regions, especially in Central Java. Serious efforts are needed to create job opportunities in the areas of origin so that residents do not have to migrate for work, thereby improving local community welfare. However, this study has limitations that require further research to provide more accurate information regarding circular migration.

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