

Governance in Application-Based (Online) Transportation Innovation Policies in Indonesia in the Disruption Era

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ABSTRACT

Transportation is even considered a hero in conditions of public transportation infrastructure that the Government has not been able to realise optimally. This is coupled with the contribution made by this new service industry to the economy and many new job opportunities in the informal sector that has helped reduce underemployment in big cities. Hence the importance of strengthening governance in application-based (online) transportation innovation policies in Indonesia in the Era of disruption. This research uses the Management & Policy Network theory from Klijn and Koppenjan (2000) on four indicators: policy networks, policy formulation, intermediate outcomes and conflict management. The research method is in a qualitative post-Potivism approach which will be analysed in depth based on existing phenomena. The results show that governance of the Application-Based (Online) Transportation Innovation policy in Indonesia during the Disruptive Era has not yet been formed. This is because the Management & Policy Network has not shown significance for the reason that there are no basic regulations and formal rules, both technically and non-technically, which emphasise the management of Online Transportation, especially two-wheelers because they are not public transport vehicles or public services, which have a significant accident potential compared to other transportation. Apart from that, an alternative is also provided by researchers, namely the importance of the strength of collaborative leadership in increasing government commitment to making decisions regarding online transportation needed by Indonesian people.

Keywords: Governance; Policy; Innovation; Transportation; On line

INTRODUCTION

Application or online transportation appears during the condition of the transportation system in Indonesia has not been well organised (Widiyatmoko, 2018). Several large companies are competing to form online application-based transportation companies, some of which are

Gojek, Grab and Uber. For some people, online transportation is a solution to a transportation system that is still bad, but on the other hand, it is a problem for people who depend on transportation services that do not rely on technology (Istianto & Maulamin, 2017). Online transportation offers convenience, lower costs, and more guaranteed comfort and security, so it is not surprising that many people switch from conventional modes of transportation to online modes of transportation (Nasution, 2018).

Over time, the presence of online transportation has created social jealousy for pre-existing conventional transportation, motorcycle taxis, taxis, buses and so on. Online transportation is accused of causing the decline in income of conventional transportation drivers (Aziah & Adawia, 2018). Protests, rejections, obstructions and the climax were massive demonstrations against the presence of Gojek, Uber and Grab by conventional transportation drivers. If previously, to obtain the desired mode of transportation, people had to obtain it manually or could contact the call centre of the mode of transportation, and now people can easily choose the various modes of transportation they want by using an Android-based mobile phone (Damayanti, 2017).

Using this application, people can estimate the costs incurred for their trip. Besides, people feel safer using the application because driver and vehicle data are clearly stated (Manueke et al., 2018). Previously offline, the community's preferred mode of transportation has now innovated to become online and more modern (Pribadiono, 2016). Innovation is a systematic act of changing something (products, ideas, information, technology and others) into a resource of high value to the target market. The nature of innovation consists of replacement, rotation, addition, rearrangement, deletion, and reinforcement (Hamirul & Pratiwi, 2020).

It began with the presence of PT Go-Jek Indonesia in 2011, which Nadiem founded. Nadiem created Go-Jek, an order-based modern motorcycle taxi service. Ojek, a two-wheeled motorbike, is a very effective form of transportation. This application allows users to order motorcycle taxis online (Sudirman et al., 2020). Gojek is known as a modern and professional motorcycle taxi. Drivers have been equipped with Android-based mobile phones to make it easier for drivers to connect with users and quickly get the best route for delivering passengers. At the end of 2014, even though Uber and GrabTaxi had entered the Indonesian market, there were almost no signs indicating that online motorcycle taxi services would become something big this year. The on-demand transportation business is already well known, one of which is due to the controversy over Uber's presence in Indonesia. However, the term online motorcycle taxi was not well known then.

Recently, technology has developed rapidly, bringing many changes in all fields in Indonesia, one of which is the transportation business. Many new companies have sprung up, and innovations and even new technology-based business models have emerged. Regarding the current business competition, there is domestic competition and foreign competitors, particularly from the ASEAN Economic Community (AEC). With the emergence of various new technologies, many companies and business people are innovating to create attractive business models with no less excellent services.

One of the current technological developments is online motorcycle taxi services. Even though transportation has existed for a long time, it became phenomenal when it was combined with

technology and became online-based. The presence of online transportation services, of course, reaped much controversy. In early 2016, thousands of public transport drivers who felt their income had decreased due to the presence of online transportation services finally held a demonstration.

This incident did not only take place once. They also staged another demonstration a week later. This also forced the Government to take a stand immediately. The Government also required online vehicle drivers to change the name on their vehicle registration certificate (STNK) to the name of a company or cooperative.

However, the Government later cancelled the regulation. At the end of 2016, conflicts arose from the online motorcycle taxi companies themselves, such as GO-JEK, who were under pressure from their drivers who felt their income was too small. Interestingly, towards the end of 2016, taxi companies, which previously seemed to be against online transportation services, changed their attitude. They finally looked at online transportation services as an opportunity and collaborated with them. The collaboration between Blue Bird and GO-JEK demonstrates this.

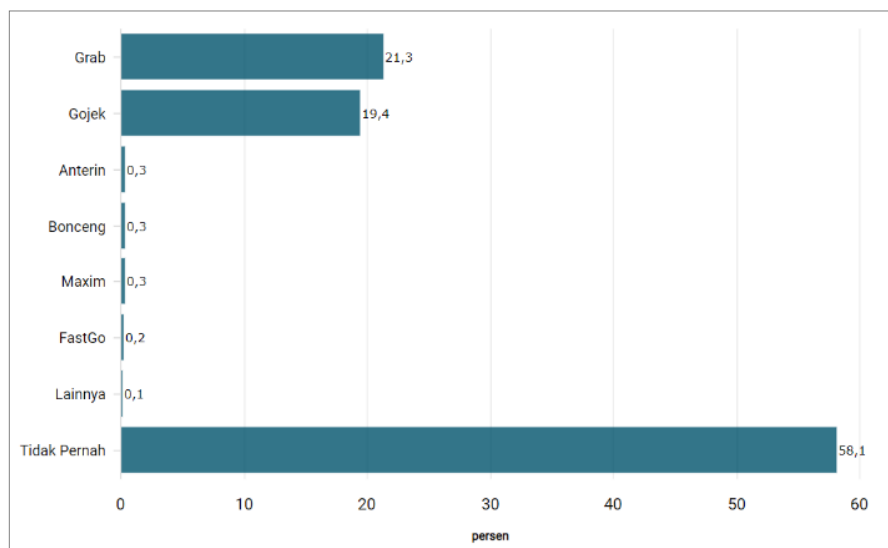


Figure 1. Survey of Online Transportation Service Users in Indonesia

Source: processed by Researchers, 2022

So that you can order Blue Bird taxi fleets through the GO-JEK application, GO-JEK's prowess is not without harmful results. New services trying to follow the success of the three, such as Blu-Jek, TopJek, and LadyJek, are now almost invisible on the capital's streets. From their social media accounts, it can be seen that these services are now shifting their focus to the logistics sector. GO-JEK itself continues to innovate in order to become the leading service in the country. The survey results from the Indonesian Internet Service Providers Association (APJII) for the 2019-quarter II/2020 period noted that Grab and Gojek are the online transportation application services most frequently used by the public. 21.3% of respondents admit that they often use the Grab application for commuting. Meanwhile, 19.4% of respondents said they often use the Gojek application when travelling. Respondents who chose other online transportation application services, such as Anterin, Bonceng, Maxim, and FastGo, ranged from 0.1% -0.3%.

Meanwhile, 58.1% of respondents said they had never used online transportation application services. APJII survey through questionnaires and interviews with 7,000 samples, with a margin of error of 1.27%. The research was conducted on 2-25 June 2020.

Many things cause them to lose in competition. Among them is the user interface that is uncomfortable for users, the number of drivers that are outnumbered by competitors, applications that often have errors and company subsidies for drivers and users who are still inferior in value to competitors. Of the several causes mentioned above, providing company subsidies to drivers and users is the main factor. Providing this subsidy is a distinct advantage for drivers and users to make drivers and users more loyal to the company. The provision of subsidies to users can be seen in the applicable tariffs charged to users.

However, behind the explanation above, the existence of protests by conventional transportation drivers resulted in a ban on operating online-based transportation companies through the Decree of the Minister of Transportation Number UM.302/1/21/Phb/2015 because they were considered contrary to Law Number 22 of 2009 regarding Road Traffic and Transportation. However, this Ministerial Decree was revoked due to the President's statement that the community still needs online application-based transportation. Online transportation, with all its conveniences, still leaves legal problems. The absence of rules or legal umbrellas often makes online transportation something that is considered illegal.

The Government's slowness in providing a legal umbrella is the cause of problems related to online application-based transportation. Currently, the legal umbrella for application technology-based online transportation activities is Minister of Transportation Regulation No. 32 of 2016 concerning Organising the Transport of People with Public Motorized Vehicles Not on Routes. This regulation regulates the type of service, operation, operation of public transportation with information technology-based applications, supervision of public transport, community participation, and administrative sanctions. For now, it is felt that the Ministerial Regulation is sufficient to accommodate all arrangements related to online transportation. Transportation is regulated in Law Number 22 of 2009 concerning Road Traffic and Transportation.

The Law regulates, among other things, the development of Road Transport Traffic, the implementation of Road Transport Traffic, the obligation to provide public transportation, the management of transportation, etc. If we look at the meaning or limitation of what is meant by public transportation in Article 138 paragraph (3), it is stated that public transportation of people and goods is only carried out by public motorised vehicles. Private vehicles/black plates (motorcycles, passenger cars, freight cars) with internet applications are not included in public transportation as regulated in Law no. 22 of 2009 concerning Road Traffic and Transportation. Other violations committed by online transportation include Article 139 paragraph (4), providing public transportation services carried out by state-owned enterprises, regionally-owned enterprises, and other legal entities following statutory provisions; and Article 173 paragraph (1) concerning road transportation states that a public transportation company that organises transportation and or goods must have a permit to operate transportation.

Meanwhile, motorcycle taxis or two-wheeled land transportation have been classified and recognised as a business field based on the Regulation of the Head of the Central Bureau of

Statistics Number 57 of 2009 in Appendix 49424, which regulates Motorbike Motorcycle Transport. In anticipation of rapid technological advances and innovations related to cheap, easy and comfortable transportation, Law no. 22 of 2009 concerning Road Traffic and Transportation needs to be refined (Natahalia & Irwansyah, 2018). Several vital matters need to be clear, for example, the issue of Foreign Legal Entities and their share ownership, including licensing and cooperation agreements between the parties (service companies, transportation providers and drivers, and consumers) and several other legal aspects such as the issue of protecting service users.

The Government must immediately formulate appropriate and impartial regulatory formulations, bearing in mind that application-based and conventional public transport also have the same rights to run their business and earn a living for their lives, as mandated in the 1945 Constitution of the Republic of Indonesia that every citizen has the right to for decent work and livelihood. Closing or leaving one still does not provide a solution and instead creates prolonged problems and polemics. For this reason, practical and targeted legal steps are needed to resolve the current transportation problems in Indonesia.

In addition to legal regulations related to online transportation, the Government must make severe improvements to quality, comfortable, safe and affordable mass public transportation services. Procurement of quality mass public transportation is expected to reduce the number of private vehicle use, and the use of fossil fuels can be reduced (Dudley et al., 2017; Rauch & Schleicher, 2015).

A modern transportation system with affordable fares will be developed to deal with public transportation problems. This program is directed to be able to provide services equivalent to private transportation. Effective integration between modes of transportation, a sound passenger information system at all levels of travel, including the implementation of a comprehensive ticketing system, a public transport fleet that is constantly being repaired, meeting comfort and safety requirements, operational management that can improve regularity and a mechanism for short and efficient travel times (Posen, 2015; Wyman, 2017).

Improving the public transportation system is difficult, but that does not mean it is impossible. Creating a quality transportation system takes a lot of time and money. It is not only the Government and related agencies that must be responsible for improving Indonesia's public transportation system. The entire community must also be able to play an active role in assisting the Government in building and running Indonesia's current public transportation system.

METHOD

When implemented, application-based (online) public transportation policies cause many problems (Zhang et al., 2021). The Government seems to be experiencing difficulties in the process of formulating policies to manage the development of online transportation, identified as a lack of policy response, many demonstrations from some stakeholders and the existence of regulatory lawsuits to the Supreme Court against several Minister of Transportation Regulations governing the existence of these online taxis.

This is the first step for this research to examine the governance of Indonesia's application-based transport policy formulation process. The authors will use the post-positivism paradigm to research how governance becomes an essential process in policy formulation. The post-positivism paradigm allows researchers to make modifications that produce objectivity and truth in interpreting research results.

This study aims to analyse the governance of public policy-making in the application-based transportation sector so that an overview of the policy formulation process can be obtained and then used to create a policy formulation model responsive to disruptive innovation. This paradigm allows the writer to make modifications and bring out objectivity or truth in interpreting the results or data obtained.

The author can modify the governance of the formulation process that has been carried out to obtain a form of policy model that can respond to various public problems that are coloured disruptive innovation in the industrial 4.0 era as material for recommendations to the Government. The post-positivism method is expected to provide recommendations to the Government with a model of public policy governance that is responsive (agile and adaptive) to innovation in the industrial Era 4.0.

This study was planned to use a qualitative data collection method (Miles et al., 2014). This research method can be expanded by modifying the findings obtained from findings from other methods, and then the results of combining or modifying data can be interpreted subjectively or objectively and carried out holistically (Creswell, 2009). The results of the combination of the two methods will become data analysis in building an application-based (online) transportation policy formulation model in Indonesia.

The first stage of research is to photograph or research the model of the policy formulation process carried out by the Ministry of Transportation in making application-based transportation regulations (online) in the last five years. The policy formulation model is based on studies and how the bureaucracy formulates a policy to manage public problems by analysing governance / the governance process of making public policies and the involvement of actors between state and non-state actors (Klijn & Koppenjan, 2016).

At this stage, data was collected by exploring problems through information media and literature review, which were then quantified and analysed descriptively to get an accurate picture of the policy-making process at the Ministry of Transportation in managing application-based transportation problems in Indonesia. The second research phase was carried out qualitatively to build a governance model for public policy formulation that is responsive (agile and adaptive) to public problems that are coloured disruptive innovation in the industry 4.0 era.

At this stage, an analysis of public involvement and the use of policy networks is carried out to produce agile and adaptive policies in responding to public problems quickly and precisely, meeting society's and stakeholders' expectations (Hakim, 2011). To combine phase one and two studies, researchers used a triangulation approach to obtain complementary data on the same topic to gain understanding in answering

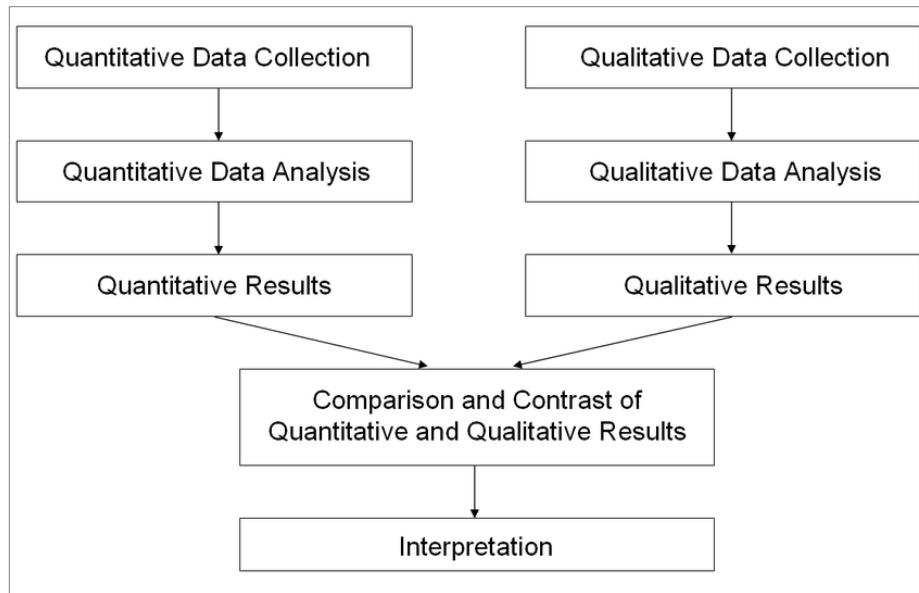


Figure 2. Triangulation-Convergence Model
Source: Creswell (2003)

RESULTS AND DISCUSSION

General Conditions of Transportation in Indonesia

Based on data from Indonesia's Supply Chain (2019), the contribution to economic growth supported by Indonesia's transportation business sector is predicted to grow by 11.15% to IDR 740.4 trillion. The highest contributors were obtained from land transportation, amounting to Rp. 380.8 trillion (51.43%) and air transportation, amounting to Rp. 282.2 trillion (38.12%). At the same time, the growth of other transportation is estimated at <10%, with land transportation at 7.55%, sea transportation at 6.65%, and river, lake and ferry transportation at 6.24% (Jeon et al., 2006).

In order to strengthen the Era of disruption in the application or online transportation, it is an increase in the quality of human development where society has experienced digitisation in all areas of life as a result of digital technology, which has brought significant changes. (Kasali, 2017) Digital technology triggers innovations that bring up new things in all life factors, including in business. The influence of digital innovation brought by technology that most people feel is beneficial because it helps human activities. However, it turns out that technological innovation also brings losses to many existing business ventures. This is called disruption.



Graph 1.1 Growth and Prediction of the Value of the Indonesian Transportation Sector in 2016 – 2019

Source: Indonesia Supply Chain 2019

The contribution of the application-based (online) transportation sector to the Indonesian economy, based on the results of a 2018 survey conducted by the Demografi UI and Tenggara Strategics Institute (2019), on the 2 (two) largest application-based transportation companies in Indonesia, can be seen in the following table:

Table 1. Results of the 2018 Application-Based Transportation Contribution Survey

NO	INDIKATOR	GOJEK	GRAB
1.	Kontribusi Perekonomian Nasional	Rp 44,2 Triliun	Rp 48,9 Triliun
	Roda 2	Rp 16,5 Triliun	Rp 15,7 Triliun
	Roda 4	Rp 8,5 Triliun	Rp 9,7 Triliun
	Food	Rp 18,0 Triliun	Rp 20,8 Triliun
	UMKM	Rp 1,2 Triliun	Rp 2,7 Triliun
2.	Rata-rata Penghasilan Mitra Kerja	1,2 Juta Mitra	1 Juta Mitra
	Pengemudi Roda 2	Rp 4,9 Juta/Bulan	Rp 4,0 Juta/Bulan
	Pengemudi Roda 4	Rp 6,0 Juta/Bulan	Rp 7,0 Juta/Bulan
3.	Jumlah Layanan dalam 1 Aplikasi	27 Layanan	15 Layanan

Source: LD-UI and Tenggara Strategics (2019)

In this context, the Government is required to produce reliable policies at present and in the future in facing the VUCA era and socio-economic changes therein. Relevant to the challenges facing organisations, he stated that instead of looking from the present to the future, organisations need to look from the perspective of the future to the present to determine

which actions will have the most significant impact create the most economic value over time. Time (Satish, 2006).

Creativity is one of the aspects needed to deal with VUCA. The reason is that VUCA organisations are forced to be agile in dealing with rapid and unexpected changes that occur around them, so creativity is an advantage (Gao et al., 2021). Therefore, the Government can no longer be the sole actor in determining a policy and requires other stakeholders to build comprehensive knowledge regarding policy issues. Furthermore, collaboration in policy formulation within the VUCA environment demands a comprehensive approach

Every change triggered by technological developments must be responded to quickly and wisely. If not, they will be crushed by the change itself or stutter and will not be comfortable living life, let alone winning the competition (Warsita, 2008). Application-based transportation (online) and its policies and regulations are exciting for research to see how a public policy is made, especially at the policy formulation stage.

Innovation disruption is due to digital innovation from technology, which is slowly replacing humans' roles and work. Disruption is an innovation that causes changes in all existing orders to become new. In other words, it is detrimental to old competitors because they cannot compete using the old system. Technological disruption requires business actors to utilise technology in their business ventures, while not all business actors are technology literate, including motorbike taxi drivers (Angellie, 2022).

Ojek is a livelihood often found in the Era before the creation of technology. Ojek provides motorbike transportation facilities that help people to take them to their destinations and pay with money according to the agreement. People who want to use a motorcycle taxi can find it at the base, generally located at several points in an area. This livelihood lasts a long time until the presence of technology makes this livelihood disappear (Sitohang et al., 2020).

Disruptive innovation causes radical changes, namely the creation of overall changes that have never been thought of by any of the two companies that can change the order of people's lives. Radical changes can destroy other business ventures because they use renewable technology to answer customer problems by creating new business models and products or services that broadly impact society (Antara & Yogantari, 2018). Disruptors are often found in everyday life, including online motorcycle taxis. Since a few years ago, the popularity of online motorcycle taxis has increased until now. Many people have switched from essential motorcycle taxis to online motorcycle taxis.

The disruptive innovations carried out by Gojek are detrimental to the basic ojek. They were forced to lose their livelihood. If not, they have to switch to online motorcycle taxis. Nevertheless, the problem is that not all drivers can meet all the requirements needed to become online motorcycle taxi drivers, such as having a smartphone, the maximum age limit for a vehicle being eight years, and so on. So, the lesson I can take is that technological disruption cannot be controlled, but we can avoid it by studying and following all the developments of the existing Era so that when the Era changes, we can immediately adjust to it.

Then you can also improve the quality of human resources through webinars, workshops, and so on, which provide experience and knowledge of the Era that will occur in the future. Studying digital transformation, which is a way for technology to revolutionise business with various new technological fields such as machine learning, big data, and the internet, and the last is by not stopping to innovate using the latest technology. By innovating, business ventures can survive and compete with new competitors so that business ventures are not affected by disruptive innovations.

Strengthening Governance Approach to Management and Public Networks

Policy Network:

Policy networks in a policy sub-system can be learned from coalitions of policy network actors because it is a policy network consisting of several coalitions which can be differentiated based on their beliefs and resources (Parsons, 1992). The advocacy coalition will get bigger both in quantity and quality, depending on the number of interests of the actors involved in it, and will cause difficulties and even threaten the policy formulation process. Policy actors are often called stakeholders (Kapucu & Hu, 2020).

The findings show that the policy network in the case of online transportation still shows a lack of public participation by the Central Government; there is a communication gap because the rules and regulations for application-based online transportation have not been appropriately formulated. The dilemma that occurs refers to the special two-wheeled transportation law, which is not part of transportation services; it is also supported by the high rate of two-wheeled transportation accidents, causing regulation of online transportation to be considered by the Central Government. Constraints in government networks on online transportation impact the Government's role, which is still studying more deeply the formulation of ideal policies for the public interest.

The formation of policy networks through the interaction of actors and value systems can be understood through resource dependence and prospect theory. Policy networks are formed and develop into various types depending on the intensity and dominance of the relationship between the three actors. In this explanation, it can be explained that online transportation using applications is still weak in interaction because safety interests have not yet received the best solution in formulating policies as an ideal and adaptive strengthening of government networks.

In explaining the Government's policy-making process, policy networks are interpreted to: intermediary interests, analyse relationships between organisations, and governance. The concept of a policy network is to explain what is done by the Government, then as a theory to analyse policy making by the Government, and as a prescription to reform public management (Schlager & Weible, 2013)

The solution offered in overcoming the problem of policy networks in online transportation is by strengthening a meso-level concept related to micro-level analysis related to the role of Government and its interests in policy selection and macro-level analysis related to the distribution of authority in modern society. Interaction in this network raises policy community groups discussing and defining an issue (Yi et al., 2018). The characteristics of the policy community are as follows:

1. Stakeholders are limited in number and come from a limited group to have often quality interactions between community members on all issues related to policy;
2. Consistent in value, membership, and enduring policy outcomes; consensus with ideology, values, and broad policy preferences shared by all members of the community based on mastery of their respective resources;
3. The basis of the interaction is to make bargains between members and the resources they have, which will create a balance of power as in a positive game (Suparman, 2013);
4. The structure of the participating groups is hierarchical so that leaders can guarantee community members' compliance. This is the ideal model type, and there is no trend in all policy areas. The essence of policy network analysis is about the power distribution between public and private actors, most commonly among employers, between trade unions and governments in economic policy making (Jordan & Turnpenny, 2015).

Policy Process:

The public policy process or policy cycle is policy making as a sequential process in the form of a cycle, in which policies are developed logically in response to the problems faced (Howlett & Ramesh, 2003). Policy-making is a complex interactive process, having multiple iterations, involving and influencing multiple stakeholders and dealing with intractable problems from various topics (Birkland, 2015). Policy-making is influenced by innovation in information technology and advanced computing, as well as by changes in the political climate and acceptance of social technology by society (Shanahan et al., 2011).

It confirms that advanced information and communication technologies (ICTs) have influenced policymakers' and citizens' engagement in policy-making. The findings show that the formulation of policies in online transportation is still not carried out by stakeholders, in this case, the central Government. This is because there are still many uncertainties for online transportation managers on ideal and adaptive concepts. In addition, there are many stakeholders in the formulation of this policy. Those who have not prioritised their rights and obligations regarding online transportation management in Indonesia. Jpnn. Participation in policy formulation. It is just a technical focus with a partnership so that the partnership managing the transportation application gets a legal permit.

Much of the literature that describes the policy process and concepts that are widely adopted is a combination of stages, such as problem identification, agenda setting, adoption, formulation, implementation, and evaluation of policies (Burton, 2007; Howlett et al., 2015; Howlett & Mukherjee, 2014). To provide a conceptual framework and guide the policy process, divide it into the stages of making a public policy.

However, at the policy formulation stage of online transportation in Indonesia, it still does not meet standardisation in an adaptive and ideal policy process. Especially in 2-wheeled online transportation, there is still a lack of insight into the management concept of policy formulation and ideals by stakeholders in Indonesia. On the other hand, 2-wheeled online transportation actors hope that the formulation of policies can be regulated as well as possible, both in terms of regulations and rules that apply in Indonesia, so that legal certainty for online transportation actors, especially 2-wheeled vehicles, can be maximised and given full rights and authority in carrying out business activities.

Intermediate Outcome:

An intermediate outcome results from business activities that can be identified and measured shortly and indicates long-term results. This is necessary when long-term outcomes are diffuse, delayed or difficult to measure (Trochim, 1989). Based on the findings indicate that the outcome of. The formulation of policies and policy networks that have been carried out by the central Government on online transportation, especially two-wheeled vehicles, have not yet found a policy decision in favour of online transportation actors.

This is because, in terms of policy networks, there has not been synchronisation of ideal decisions to form regulations and regulations both technically and technically. This can be proven by stakeholders only focusing on fleet licensing at the Ministry of Communication and Informatics of the Republic of Indonesia.

Meanwhile, other stakeholders, such as the Ministry of Transportation, decide precisely on the rules and regulations for online transportation, especially 2-wheelers. This also impacts the formulation of policies that have not been formed to technically regulate the managers of online transportation, especially 2-wheelers in Indonesia. Only temporarily, what researchers found was. Only on the licensing or legality of online platforms such as gojek, grab, Maxime, Uber and others are allowed to operate in Indonesia.

Network Management:

The network management in question is stakeholder management. If there is a Covid-19 management of various interests, this is especially important. The importance of the role of leadership in forming consensus or structured policies from several patterns of relationships from networks, policies, and policy formulation that results in provisional results (Eisenhower, 1965; Schwalbe, 2012). As well as strengthening technology and social media use in managing networks, unity is formed in formal and informal rules in interactions (Sandström & Carlsson, 2008).

Based on the findings, the researchers showed that online transportation, especially two-wheeled vehicles, in the context of conflict management had not been found significantly. This is because the researcher's analysis has not yet occurred strong interaction between stakeholders, both the central government and local governments, in managing two-wheeled online transportation. In addition, researchers also found that management in the context of strengthening interactions, both in terms of interests and by consensus on relationship patterns, is still weak. This is also due to the absence of activities that refer to basic rules in managing online transportation, especially 2-wheeled vehicles in the Era of disruption.

The Importance of Ideal and Adaptive Governance in the Disruption Era in Online Transportation Innovation Policy

The ideal governance is governance that can benefit society in a speedy development era (Jia et al., 2019). In this Era of disruption, all policy formulation and government nets for stakeholders in Indonesia must be completed quickly and on target. So, the importance of ideal and adaptive governance in managing online transportation by maintaining the safety of passengers and online drivers.

The ideal governance looks in detail at a condition, activity, activity in carrying out Government or a process of Government or state administration activities, community development, economy involving Government, society, and private or private (Rhodes, 2018). So, researchers must emphasise the formulation of policies, namely on collaborative leadership. If the leadership of the collaboration team is firm with all stakeholders, then ideal and adaptive policy formulations are formed so that policy networks are made in the context of collaboration so that all stakeholders have an impact (Peters, 1998).

Governance should be pushed towards a co-arrangement's perspective rather than a do-it-alone perspective from Government. This is based on governance from and in modern society, a combination of governance efforts from all elements of socio-political actors, both public and private, as well as at various levels, models and different governance rules. This is a social response to persistent and ever-changing societal demands against society's diversity, dynamics and complexity.

CONCLUSION

The Government seems to be experiencing difficulties in the process of formulating policies to manage the development of online transportation, identified as a lack of policy response, many demonstrations from some stakeholders and the existence of regulatory lawsuits to the Supreme Court against several Minister of Transportation Regulations governing the existence of online transportation. So, the strengthening of collaborative leadership by each stakeholder must be a shared commitment to building adaptive and ideal policy formulation in this Era of disruption.

Apart from that, the findings have explained the need for ideal and adaptive rules and regulations in the face of the rapid development of globalisation. Stakeholders must have rights and obligations and take an essential role in managing online transportation, especially two-wheeled ones, because the policies that will be made will be very useful in improving the economy in partnership with the Government and the private sector which provides a platform with technological developments that have a good impact on the people of Indonesia. So, stakeholders must have commitment and professionalism in creating innovative money policies in the Era of disruption that can be adequately implemented.

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