

CHAPTER ONE

INTRODUCTION

A. Background

The online transportation phenomenon in this country, especially in Yogyakarta is very interesting. The development of the transportation and communication cannot be separated from the development of science and technology. Online transportation offers the latest innovations regarding transportation that are connected with online communication technology that can make it easy for people to use applications wherever and whenever. However, online transportation providers, such as Go-jek, Grab, and Uber, were not welcomed by conventional transportation service providers in several cities in Indonesia.¹ The word “Go-Jek” is defined as a social-minded company that leads the revolution of the public transportation industry.² Such a transportation innovation is a breakthrough that is multi-creative, and does not only contribute to the development of national transportation but also offers job opportunities for the Indonesian people.

However, this rapid growth of online transportation has led to some problems. One of them is the conflict between online and conventional transportation in Yogyakarta. In February 2017, thousands of

¹Arizky Kautsar Ramadhanu, “Analisis Persepsi Kemanfaatan, Kemudahan, Kualitas dan Harga Transportasi Online Sebagai Sarana Penunjang Aksesibilitas Wisatawan di Kota Malang”, *Jurnal Administrasi Bisnis*, Vol. 60 No. 2 (Juli 2018)

²Anonymous, 2017, “The 3 Go-Jek Values”, accessed from <https://www.go-jek.com/about/> on October 23th, 2017, 3:17 p.m

conventional taxi drivers in Yogyakarta staged a demonstration in front of the Palace of Yogyakarta. They refused online transportation in Yogyakarta. Based on the online media there are two reasons for demonstration. Firstly, online transportation modes, especially four-wheeled vehicles do not have permit to be used as public transportation. Based on the fact in the Law No. 22 of 2009 on Road Traffic , all the online transportation vehicles are using personal license. Black license plates are intended for private transportation and public transportation have to use yellow license plate. The tax is different between the two plates. Secondly, the majority of people prefer to use online transportation since the price is cheaper than the conventional price.³

Online transportation was regulated under the Regulation of the Minister of Transportation No. 26 of 2017 in conjunction with the Regulation of the Minister of Transportation No. 108 of 2017 concerning the Administration of Public Transport of Motor Vehicle Not in the Route.⁴ The regulation was enacted on November 1, 2017, to regulate the existence of online transportation.⁵ The regulation is the basic foundation in the management of online and conventional transportation companies. However, there are still many problems arise between online and

³ Edzan, 2017, "Tolak Taksi Online, Ribuan Sopir Taksi di Yogyakarta Demo", accessed from <https://news.detik.com/berita/d-3425021/tolak-taksi-online-ribuan-sopir-taksi-di-yogyakarta-demo-on-October-23th-10.13> a.m.

⁴The Regulation of the Minister of Transportation No. 108 of 2017 concerning the Administration of Public Transport of Motor Vehicle Not in the Route

⁵Muhammad Idris, 2017, "Ini Aturan Baru Taksi Online, Berlaku Efektif", Accessed from <https://finance.detik.com/berita-ekonomi-bisnis/3510258/ini-aturan-baru-taksi-online-berlaku-efektif-1-juli-2017> on October 23th, 8:47 p.m.

conventional transportation. The number of problems that arise between online and conventional transportation is due to the online transportation companies lack of licenses and violation towards the regulation enacted by the Regulation of the Minister of Transportation No. 108 of 2017 concerning the Administration of Public Transport of Motor Vehicle Not in the Route. The problems between online and conventional transportation companies become more serious due to the tight competition between them.

The problem arisen between the perpetrator of online and conventional transportation led to the occurrence of criminal acts. Based on the report, passengers perform criminal acts intentionally by targeting the online drivers.⁶ Conventional transportation drivers complain to the Department Transportation of DIY related to the online transportation that still operate in Yogyakarta. On the other hand, the online transportation drivers in Yogyakarta also complain about the criminal act committed by conventional taxi drivers. They insisted that the DIY government should be fair in implementing and enforcing the policies.⁷

In this study, there will be three variables to be studied. The first variable is the authorities, which in this case is specific to the Yogyakarta

⁶Abdul Hamid Razak, 2017, "Pengemudi Online Harus Tingkatkan Kewaspadaan", Accessed from <http://m.harianjogja.com/baca/2017/08/07/kekerasan-jogja-pengemudi-online-harus-tingkatkan-kewaspadaan-840517> on October 23th, 9:19 p.m.

⁷Anonymous, 2017, "Pengemudi Taksi Online Kembali Datangi DPRD, Adukan Pelanggaran Zona Merah Oleh Taksi Konvensional", Accessed from <http://jogja.sorot.co/berita-48190-pengemudi-taksi-online-kembali-datangi-dprd-adukan-pelanggaran-zona-merah-oleh-taksi-konvensional.html> on October 23th, 2:42 p.m.

Regional Government, including the central government with its Ministerial Regulation. The second, is online transportation companies or cooperatives in Yogyakarta. However, if the online transportation companies or cooperatives are uncooperative, it will be futile everything. The third is the driver and passenger. Here is the third stage of the regulatory process. However, effective and progressive as any collaboration between the government and online transportation is, if the drivers are uncooperative, the communication and regulations made will be useless. Thus, from the third parties mentioned in this research, the regulation will be effective on target and its effect on the work done in the field by the transport line when all of which is done in accordance with the plans and programs that have been set.

This implementation has the instrumental personification of the facts and the various problems that occur in the field. The process and obstacles found in the field will be discussed based on the theoretical foundation chosen by the researcher. The researcher will review the rules in advance to the provisions of the regional government in the form of regulations after the enactment of the 2017 Ministry of Transportation Regulation. **Based on the above problems, the researcher is interested to discuss "The Administration of Online Transportation in the Special Region of Yogyakarta".**

B. Research Problem

1. How is the online transportation being administered in the Special Region of Yogyakarta?
2. What are the obstacles in the administration process of online transportation in the Special Region of Yogyakarta?

C. Objectives of Research

1. To understand how the online transportation being administered in the Special Region of Yogyakarta
2. To identify obstacles in the administration process of online transportation in the Special Region of Yogyakarta

D. Benefits of Research

Based on the research problem and objective research, the benefit of research are expected as follows:

1. Theoretically

The results of this research are expected to contribute ideas for in the development of legal studies, especially on the issue related to the online and conventional transportation.

2. Practically

The results of this research are expected to contribute thoughts for the parties involved in this research, especially the Government of the Special Region of Yogyakarta.