

**STAGNASI PEMBAHASAN REGULASI TRANSPORTASI ONLINE
ANTARA DPR RI DAN PT. GOTO : STUDI KASUS LEGISLASI LALU
LINTAS DAN ANGKUTAN JALAN**

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ABSTRAK

Undang-Undang Nomor 22 Tahun 2009 tentang Lalu Lintas dan Angkutan Jalan tidak lagi memadai mengatur transportasi berbasis aplikasi yang berkembang pesat sejak pertengahan dekade 2010-an, sehingga memunculkan kekosongan normatif yang mendorong pembahasan revisi sejak 2020 namun mengalami stagnasi berkepanjangan hingga periode 2022–2025. Penelitian ini menganalisis bagaimana relasi kekuasaan antara DPR RI dan PT GoTo Gojek Tokopedia Tbk memengaruhi stagnasi tersebut. Penelitian kualitatif studi kasus ini menggunakan wawancara mendalam dan studi dokumentasi atas transkrip Rapat Dengar Pendapat Umum serta draf RUU Lalu Lintas dan Angkutan Jalan 2020. Analisis bertumpu pada teori *Organizing Regulatory Space* (Hancher & Moran, 1989), yang diperkaya konsep *policy deadlock*. Temuan menunjukkan ruang regulasi dihuni secara asimetris oleh DPR RI, Kementerian Perhubungan dan Komunikasi-Informatika, PT GoTo, organisasi masyarakat sipil seperti YLKI, INSTRAN, dan ITDP, serta asosiasi dan komunitas pengemudi: GoTo mendominasi melalui penguasaan data dan narasi ekonomi digital, sementara fragmentasi kewenangan antarkementerian dan ketergantungan informasional DPR pada platform menghasilkan *deadlock* yang membiarkan status hukum pengemudi tetap ambigu sebagai mitra, bukan pekerja. Kondisi ini secara langsung menjelaskan mengapa jaminan sosial, perlindungan tarif, dan tanggung jawab kecelakaan bagi pengemudi belum tertuntaskan secara hukum. Penelitian ini berkontribusi memperluas kerangka *regulatory space* pada konteks negara berkembang dan memperkuat pemahaman atas akar struktural ketidakpastian regulasi ekonomi digital di Indonesia.

Kata Kunci : Regulatory space; Policy deadlock; Transportasi online; Pekerja platform; DPR RI

**STAGNATION IN THE DELIBERATION OF ONLINE TRANSPORTATION
REGULATION BETWEEN THE INDONESIAN HOUSE OF
REPRESENTATIVES (DPR RI) AND PT. GOTO: A CASE STUDY OF ROAD
TRAFFIC AND TRANSPORTATION LEGISLATION**

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ABSTRACT

Law Number 22 of 2009 on Road Traffic and Transportation is no longer adequate to regulate application-based transportation, which has expanded rapidly since the mid-2010s, creating a normative vacuum that prompted revision deliberations beginning in 2020 but resulting in prolonged stagnation through the 2022–2025 period. This study analyzes how the power relations between the Indonesian House of Representatives (DPR RI) and PT GoTo Gojek Tokopedia Tbk have shaped this stagnation. This qualitative case study draws on in-depth interviews and documentary analysis of Public Hearing Meeting (RDPU) transcripts and the 2020 draft bill. The analysis is grounded in the theory of Organizing Regulatory Space (Hancher & Moran, 1989), enriched with the concept of policy deadlock. The findings show that the regulatory space is asymmetrically occupied by the DPR RI, the Ministries of Transportation and of Communication and Informatics, PT GoTo, civil society organizations such as YLKI, INSTRAN, and ITDP, as well as driver associations and communities: GoTo dominates through its control of data and digital economy narratives, while fragmented authority across ministries and the DPR's informational dependence on the platform produce a deadlock that leaves drivers' legal status ambiguously framed as partners rather than workers. This condition directly explains why social security, fare protection, and accident liability for drivers remain legally unresolved. This study contributes to extending the regulatory space framework to a developing-country context and strengthens understanding of the structural roots of digital economy regulatory uncertainty in Indonesia.

Keywords : *Regulatory space; Policy deadlock; Online transportation; Platform workers; DPR RI*