



email: jdmhi@walisongo.ac.id

Journal of Digital Marketing and Halal Industry

ISSN: 2716-4810 (print) ISSN: 2716-4802 (online)

Impact of the Covid-19 Pandemic on Indonesia Halal Tourism Transportation

Hadi Peristiwo

UIN Sultan Maulana Hasanuddin Banten, Indonesia

ARTICLE INFO



Article history:

Received 7 March 2021

Accepted 22 April 2021

Published 30 April 2021

Keywords:

Covid-19, Transportation, Halal Tourism

ABSTRACT

The covid 19 pandemics have slowed down the world economy, especially Indonesia, especially in the halal tourism sector. As known halal tourism sector is hard hit by the pandemic covid 19, especially in the transport sector which is much in the set on the restriction of physical distance. This journal's literature review will explore the impact of covid-19 on the role of the transportation sector in the halal tourism industry in Indonesia, as well as identify opportunities and challenges in the transportation sector for halal tourism during the Covid-19 pandemic. This journal review literature research method is carried out by searching for published articles on Sage, Elsevier Science, and Taylor & Francis with the selected keywords namely Covid-19, Transportation, and Halal Tourism. The search was carried out by limiting publications from 2010-2020. From the results of the literature search, it can be seen that there was a change or shift in behavior from pre-covid-19 activities to the covid-19 era which had a direct impact on decreasing the movement or mobility of the Indonesian population in the halal tourism transportation sector. Transportation with a health element as the main requirement that needs to be implemented in halal tourism is an important aspect for sustainable halal tourism during the covid-19 pandemic.

@2021 Journal of Digital Marketing and Halal Industry

Introduction

The covid- 19 pandemics have hit the international community, and Indonesia is included in it. Indonesia battling covid-19 by modifying policy quarantine area into large-scale social restrictions locally according to the severity in the province, district, or town.

During the Covid 19 pandemic, the world economy, especially Indonesia, experienced a slowdown, especially in the halal tourism sector. As known halal tourism sector is hard hit by the pandemic covid 19 's, especially in the sectors of transport that many set on the restriction of physical distance. Indonesia experienced a decline in the use of public

* Corresponding author. email: hadiperistiwo@yahoo.co.id
DOI: <http://dx.doi.org/10.21580/jdmhi.2021.3.1.7814>

transport by 81, 4 % on June 5th, 2020. The general policy that requires people to maintain distance between individuals and avoid crowds is not something easy. Halal tourism has now become a style of life of society and has become a phenomenon arising from the growth of the halal industry to be disrupted due to the emergence of pandemic covid 19 Pandemic. Before the COVID-19 pandemic, the world's major tourism markets had shown a strong interest in halal tourism (Chandra, 2014).

Given the importance of increasing halal tourism in Indonesia, it is necessary to continuously innovate halal tourism efforts, especially in terms of the transportation sector, which is a major need, especially during the Covid 19 pandemic, marked by many social restrictions. As it has been widely understood that tourism including halal tourism has great potential to become one of the cornerstones in building the national economy. So in this case, halal tourism must also be strongly supported by the transportation sector. Without this sector, the movement of tourists will be hampered. The transportation system is one of the components that is essential for the achievement of current and future national development goals. The potential demand for accessible transport systems should take into account the adoption of universal designs (Sen and Mayfield, 2004). Various studies have shown that countries that are successful in achieving development goals are countries that have adequate transportation systems to meet the dynamic needs of their population.

The availability of a safe and healthy transportation sector is an important thing that must exist during the Covid 19

pandemic so that halal tourism environmental activities can run properly. The interdependence between national tourism and transportation has important implications for the level of tourist demand for a destination, which is defined as related tourism (Divisekera, 2016). The success of the tourism industry is closely related to the transport connectivity between locations destinations of origin and destination (Yang, Li, and Li, 2019). The development of a viable and sustainable tourism industry requires wise strategic planning for investment in tourism locations and supporting transportation infrastructure (Bai et al., 2014). The development of the health crisis that has an impact on halal tourism is currently practically making all countries in the world have to retreat with strategic plans that have been previously set to be replaced by opportunities and challenges in mobilizing all resources including the transportation sector for coping with the pandemic covid 19.

Literature Review

Previous Theoretical and Empirical Studies

The mainstream of previous studies regarding the opportunities and challenges of halal transportation and tourism is to adopt secondary information to trace the nature of halal tourism from the impact of covid 19 on transportation volume and cargo capacity (Loske, 2020), representations of transportation problems in tourism (Dickinson and Robbins, 2008) factors key to the success of the provision of public transport and leisure tourism (Gronau and Kagermeier, 2007), the impact covid 19 for transport (Mogaji, 2020), model of modal choice and comparison of the travel behavior

(Sugiyanto, 2013), an association suppliers of tourism and transport (Lohman and Douglas, 2012), transport transit assessment (Guo and Wilson, 2004), positive relationship between road infrastructure and tourism activities (Khadaroo and Seetana, 2007), weak road and transportation infrastructure development and community support for tourism (Nazneen 2019), tourist travel across tourist destinations via mass transportation (Vickar and Mallya, 2018).

Researchers also analyzed relevant and official information regarding the opinion of the impact of covid 19 on the halal tourism transportation sector from key informants through the Ministry of Transportation of the Republic of Indonesia and the Ministry of Tourism and Creative Economy of the Republic of Indonesia. A review of previous empirical studies on the impact of covid 19 on conventional tourism carried out in other countries also attracted attention. However, no one has discussed specifically the opportunities and challenges as well as the impact of covid 19 on the halal tourism transportation sector in Indonesia.

Halal Transportation and Tourism

Transportation is the transfer of people or goods using vehicles driven by humans or machines. Transportation is used to make it easier for humans to carry out their daily activities. Many experts have formulated and put forward the meaning of transportation. The experts have their respective views which have differences and similarities between one another. The word itself is derived from the transport Latin namely transport which means lifting or carrying. Transportation can also be defined as the effort to move, move, transport, or divert an object from one place to another, wherein this other place the

object is more useful or can be useful for certain purposes.

Transport is one of the facilities for a tourist destination for both developed and developing as well as transportation to improve accessibility or the relationship of a tourist destination travel destination to another because of the accessibility of tourist satisfaction is often associated with the access to a place (location). Satisfaction rating is a concept that needs to be studied widely in the field of tourism and marketing services of tourism (Mustelier-Puig, Anjum, and Sun, 2019). To build sustainable halal tourism, the existence of transportation infrastructure and facilities cannot be separated. The continuity of efficient halal tourism activities must be supported by a good transportation system. Transportation can be compared to the main economic sector in a country which includes output, exports, household consumption, visitor expenditure, number of employees, and employee compensation (Konan and Kim, 2003). This creates competitiveness between the aim to develop tourism sustainable kosher and planned industrial tourism kosher in the level of global da lam achieve a higher level (Al-Ansi and Han, 2019). Transportation is a very important and strategic factor to be developed, including supporting the development of activities in the halal tourism sector in increasing foreign exchange. Interest in halal tourism is experiencing increasing growth (M. Battour and Ismail, 2016).

In tourism, there are three types of transportation commonly used by tourists, namely: air, sea, and land transportation. The use of transportation for tourism purposes rarely only uses one type of transportation. The use of transportation is almost always a

combination. Plenty of transportation participating in a tourist environment and competing freely will facilitate tourism marketing (Chen and Lee, 2012). The use of transportation depends a lot on the conditions of the place or tourism destination. So there are various combinations of transport used to reach tourism destinations, depending on the arrangements made by the travel operator. Travel operators plan the type of transport according to the itinerary they compile. Long cross-country trips are usually made by tourists by airplane, while short-distance trips generally use land and water transportation. Urban spread, increased land use, and compressed settlement patterns make the linkages of settlements, transportation, and tourists very varied, complex, and in certain contexts (Ohnmacht et al., 2015).

Halal tourism itself has a significant contribution to national economic development as an instrument for increasing foreign exchange earnings. The tourism sector plays an important role in the national economy because it is considered one of the contributors to employment growth and economic growth in any country. Halal tourism is agreed to be a strong commercial force (Zamani-Farahani & Henderson, 2010). However, on the other hand, tourism has a contribution to the impact of transportation externalities, namely delays, queues, traffic accidents, parking, and environmental problems. Transportation problems that often occur in big cities, especially those that are tourism destinations, include traffic jams, air and noise pollution, accidents, and delays. These problems occur not only due to the limited existing transportation infrastructure system but also by other problems, such as the

large need for movement compared to the available transportation infrastructure system and capacity. Sustainable halal tourism can be achieved if the respective environmental and tourism policies are implemented (Hamaguchi, 2019).

The natural and cultural potential of developing countries can be used as capital for tourism development in their countries so that they can be developed as economic activities. Tourism has experienced significant growth over the past years and decades and has become one of the largest industries. As a service industry, tourism plays an important role in the policy in respect of employment because of the urgency of the demands of permanent employment opportunities along with the increasing future travel will come. From the demand side, the impact of the tourism industry has infiltrated various economic activities and spreads as well as rapid mobility access through various related industries. The economic impact covers a broad spectrum of policies, concerning business opportunities, job opportunities, transportation, regional development, infrastructure, accommodation, taxation, trade, and the environment. As a way to focus on how the paradigm of mobility allows assessment challenges of resource future by implementing a model of core-periphery (Robinson et al., 2014).

The tourism industry, in particular, is said to be extremely effective in supporting small businesses and the creation of employment for the age of the young as well as spreading employment opportunities, both in the scope of regional, national and international levels. But this time the tourism plays an important role also in the context of transport

management, energy, and climate change policy (Becken and Schiff, 2011). Thus, the tourism industry can play a role as an important catalyst for regional development. The bulk of the infrastructure needed by this industry, such as roads, airports, telecommunications, contributes directly to economic development in general. The movement of tourists via the land transport system becomes more challenging as traffic volumes increase (Island and Park, 2004). The arrival of foreign or domestic tourists is a source of revenue for the region or state, either in the form of foreign exchange or revenue from taxes and other levies, in addition to increasing employment opportunities. In addition to the potential benefits of economic, tourism kosher can also ease concerns related to the negative influence of tourism on the Muslim community local (Ghani, 2016).

The Method, data, and analysis

The main objective of this study is to explore the impact of covid-19 on the role of the transportation sector in the halal tourism industry in Indonesia and to identify opportunities and challenges in the transportation sector for halal tourism during the Covid-19 pandemic. This study uses a qualitative approach. The method used in this research is descriptive analysis. Sources of data in this study come from academic journals and interviews with key informants of halal tourism.

Result and Discussion

Relationship Between Transport and Tourism Sector Halal

Demand in tourism or facility consists of several different products not only in terms of nature, will but also the benefits and the need for travelers. The consequence in the developing demand for tourism products in line with Islam will require consideration of some of the tangible and intangible elements (Carboni and Idrissi Janati, 2016). Requests for tourist services such as information, travel preparation, transportation, accommodation, and others are only tools or instruments to achieve satisfaction in obtaining so-called free goods such as natural beauty, weather, national parks which are an attraction for tourists to visit an area-specific tourist destination. From a tourist point of view, all elements of demand, from free goods to tourist services, must be obtained by buying or spending money. In the physical configuration, tourism demand experienced a bottleneck because of bad planning and infrastructure are lacking and public health standards are poor in addition to the emergence of transportation (Hess, 2006). All elements of tourist demand are complementary and closely related, their value and use are not only determined by their basic quality, but also by the availability or non-availability of other elements needed by tourists to complement their needs in their travels. The size and scale of the halal tourism travel market can easily be documented by several impressive statistics (Oktadiana, Pearce, and Chon, 2016).

The interdependence relationship between tourism and transportation, in particular, is largely influenced by factors that come from outside such as the political situation, economic crisis, bad weather. In addition, government regulations often limit the travel of citizens to travel abroad. The existence of a relationship between tourism and

transportation can be seen from the progress of the tourism industry which can create a demand for transportation to meet needs, and vice versa inadequate transportation facilities that can encourage tourism progress. In other words, business tourism to the fulfillment of transportation possible, and provide tourist destination directly, indirectly, and benefits induced (Pino and Peluso, 2018). Transportation plays a very important role in the development of tourism and the economy as a whole.

In the field of land transportation in Indonesia, Bosawa Taksi in collaboration with Grab can be exemplified. This transportation company created a new program called Tasya (Sharia Taxi). Tasya, which temporarily owns 30 fleets, provides transportation services to customers by separating female and male passengers. Also, female drivers only provide services for female passengers and children, while male drivers provide special services for male passengers or male passengers and their mahram (as a family). The significant economic contribution made by the taxi industry to tourism is widely recognized (Waryszak and King, 2000).

Movement limitations not only affect opportunities to move but also maintain inequality (Torabian and Mair, 2017). Because people are busy traveling to other areas and vice versa, this means an increase in the frequency of use of transportation. During the current Covid-19 pandemic, sometimes many tourist trips are delayed, especially tourists who are going on domestic and international trips. The quality of information related to clean, safe and hygienic transportation is the main

determinant of tourist satisfaction with transportation services (Gal-Tzur, Bar-Lev, and Shiftan, 2020).

Transportation facilities that are available safely, healthily, and affordable to tourist objects will be able to trigger an increase in the number of tourists who will visit and the development of objects. Transportation causes and has an impact on tourism growth in various countries, one of which is Indonesia. In general, the accessibility of a tourist destination can also be improved by developing transportation facilities and infrastructure networks or by increasing connectivity between existing tourist networks and facilities (Van Truong and Shimizu, 2017).

The benefits of the transport sector for halal tourism in Indonesia has three (3) classification, namely: First, use of total infrastructure and vehicle use more optimal. The charge and cutaneous can be added during peak hours and holidays. For example in many halal tourism areas, the full capacity of the public transport fleet is used during the holiday period for tourists. Halal trip tours of halal quality next have the opportunity to develop, improve suggestion a and infrastructure transport and diversify means of public transport. Second, the benefit of the regional tourist economy. People who use public transport to travel and have happy forming a new group of potential consumers for local accommodation, food, and tourist services. Public transportation for tourists in turn brings economic benefits to the tourism and entertainment sectors in the surrounding area. Third, tourists' perceptions of public transportation can be improved. Public transport services will operate for tourism and

entertainment, thus helping to enhance all public transport images among other transports. On the other hand, poor environmental preservation can create barriers for tourism to enter (Zhang et al., 2019). Trip to the location of destination travel requires an approach that is strongly oriented towards service. Because the purpose of a tour is different from that done for reasons of work. Although, in some ways, like a perspective given the importance of traveling in Islam, in connection with the duties of a Muslim had been trying to make the brand itself as a global halal hub (Razzaq, Hall, and Prayag, 2016).

The Role of the Transportation Sector in Indonesian Halal Tourism

Transportation plays an important role in human life, this shows a very close relationship with lifestyle, range, and location of productive activities, distraction, and goods and services available for consumption. In the world of transportation, there is an expression "ship follows the trade and trade follow the ship", meaning that transportation follows the development of trade and trade follows the development of transportation. Thus, the development of a society is very dependent on the development of transportation and vice versa. Transportation is an important component of tourism infrastructure (Yin, Lin, and Prideaux, 2019). Good transportation will play an important role in the development of halal tourism, especially in terms of accessibility. It is easy for a location to be connected to other locations via the existing transportation network, in the form of road infrastructure and transportation means that move on it. Tourism development is getting slower and

more hampered due to the lack of available transportation facilities.

Transportation is very important in tourism because the development of domestic tourism demands the development of the travel sector as well. The continuous growth and development of tourism must be accompanied by an increase in destination quality by creating better demands in transportation. The major challenges in transport infrastructure impact study are to identify the link between transport infrastructure and tourism industry and determine the degree of dependence of the transport infrastructure to these industries. A transportation facility design can be offered to support the increase in tourists and access which makes a destination area attractive and profitable in terms of increased finance. Road and transportation infrastructure provides easy access to tourism destinations and increasing business activities in a tourist destination area has a positive impact on the standard of living of local communities (Kanwal et al. 2020). As well as for attracting tourism investment, plans were developed that coordinate convergence and investment in tourism infrastructure (Haseeb, et.al., 2017).

The smoothness of transportation i can make an area (city) into developed and developing. It can be said that transportation is one of the determining factors for the development of human life. Transportation which involves the movement of people and goods has been known naturally since humans have been on earth, even though the movement or movement is still carried out thoroughly. Throughout the history of transportation, both volume and technology have developed very rapidly. As a result of the need for the

movement of people and goods, there is a demand to provide infrastructure and facilities so that this movement can take place in a safe, comfortable, and smooth condition, as well as economically in terms of time and cost. The experience of tourists and/or exposure to the experiences of others (it is also magnified through emotional contagion and dissemination of information from social media) and can have a significant impact on their attitudes, intentions, and future travel behavior (Sigala, 2020).

Transportation is a supporter of human movement to cross space and time on the surface of the earth, where the conditions of the earth's surface vary due to geographical factors so that it can be a limiting factor from one area to another, to connect and reduce these differences, one other factor is needed which bridging the limitations of human space, namely transportation, to support transportation it requires a means of transportation in the form of vehicles so that automotive companies can produce various types of vehicles. A tourism destination equipped with adequate transportation facilities also makes it easy for tourists to come to a destination (Patandianan and Shibusawa, 2020).

Several factors can influence people to travel halal tourism with the use of transport so that demand can trip over and over again. These factors are the attractiveness of a tourist destination, what tourist objects have, what facilities are available there, what interesting shows can be watched, what sports can be done there, what items can be purchased there. In other words, a tourist destination must meet three requirements so that tourists want to travel, namely being available:

something that can be seen, something that can be done, and something that can be bought. Marketing system destination tourism must understand whether the motivation of tourism and tourist satisfaction the key elements that lead tourists to continue to come to visit certain destinations. In addition, it is also important to check whether such a relationship applies to all segments or only to certain segments (Battour, et.al., 2012). Please also note that the situation socio-demographic can be attributed to the country of origin of tourists. Transportation in tourism is most often seen only as part of the tourism system that takes tourists to their destination and around tourist sites. Halal tourism is a fast-growing tourism market segment, therefore a special study on the transportation aspect of its trends is needed (Ainin et al., 2020). Finally, the issue of sustainable transport and tourism can be achieved when accessing kosher abilities towards tourist destinations of interest to tourists.

The Impact of the Covid-19 Pandemic on Indonesian Halal Tourism Transportation

Changes or shifts in behavior from pre-covid-19 activities to the Covid-19 era have a direct impact on decreasing the movement or mobility of the Indonesian population. This existing condition has resulted in several multiplier effects, including changes to fulfillment of needs with the movement of private transportation or general switching without movement (in the form of online shopping/delivery services). Work activities that should be Work From Office switch to Work From Home. Educational/learning activities that are usually Study From School switch to Study From Home. The choice of

travel mode, which is generally in the form of choosing the mode of travel as needed, currently tends to avoid the mode of travel by public transportation. Physical interaction in the form of meeting attendance, seminars, and conferences turning to virtual meetings. The most fundamental thing from the covid-19 pandemic is the performance of public services by prioritizing health factors as the main factor after safety, reliability, flexibility, comfort, and speed.

The multiplier effect major other than the impact of the covid-19 in Indonesia on tourism transportation Indonesia is the number of passengers (occupancy) public transport decreased drastically, tourist abroad dropped dramatically as a reduction in international flights, operator revenue decline, operating costs on public transport increased due to the implementation of health protocols, the movement (migration) of passengers to private transport due to avoiding public transportation, the transportation business has the potential to change functions. Indonesia is predicted that in 2020 it will be dominated by a fading economic prospect, where this slowdown was predicted before the outbreak of covid-19. Covid-19 has made Indonesia's economy worse off. The poverty rate is expected to decline, but the proportion of vulnerable people (without economic security) will increase significantly. The new normal life in the covid-19 era is not coexistence, let alone make peace with Covid-19. A new normal life is a life where humans are always faced with the threat of Covid-19. As of April 15, the number of covid-19 cases in Indonesia has reached more than 5,000 cases. This pandemic has the potential to cause contraction in almost all sectors of the

economy and includes the transportation sector and the halal tourism sector.

The social distancing policy adopted by the government is a supporting aspect of the decline in the number of passengers in the transportation sector in Indonesia. This society's choice not to travel for a while is also not to blame. Seeing how dangerous and how fast the transmission of covid-19 (coronavirus) is, it is only natural that people try to anticipate and take early prevention as previously explained. Requests for stimulus and incentives for costs borne by land, sea, and air transportation operators appear to be options that operators are offering to the government. This request followed up on the social distancing policy that was urged by the government which then resulted in a hitting the transportation sector. However, the various policies and assistance provided by the government at this time, can not be used as a satisfaction for the Indonesian transportation sector. Various new policies and innovations in halal tourism transportation are urgently needed at this time, one of which is in the form of digitization and awareness of transportation health safety. This is based on the fact that all assistance that is not accompanied by productivity (income-generating activities) will only last temporarily and slowly run out without remainder.

Opportunities and Challenges of the Indonesian Halal Tourism Transportation Sector during the Covid-19 Pandemic

Strategic planning for halal tourism transportation during the pandemic covid-19 is a challenge for all halal tourism actors. The new normal life of society, where until now there has been no patent medicine to cure Covid-19 and also a vaccine to prevent it .

The availability of safe and healthy transportation is one of the most important aspects of the halal tourism industry in Indonesia. Optimistic view his chances for recovery transportation halal tourism in Indonesia is pandemic occur globally, so there is no negative stigma against certain countries (Indonesia), Indonesia affected by the recent pandemic, which is expected when the pandemic at the end of Indonesian economy-state the country of origin of tourists has also been recovering first, there is a group of tourists with high purchasing power who can't wait to go on a halal tour as soon as the pandemic is over. Transportation is a fundamental prerequisite for tourism development, and a key element linking tourism demand to specific destinations (Gronau 2017).

As a segmented industry, halal tourism is an aggregate of various industrial components that support a person in carrying out tourism activities from where he comes from to his destination. Accessibility in the transportation system is not only in the form of infrastructure development that can make it easier for tourists to reach a tourist destination. In addition, tourism has characteristics that differentiate it from other service industries, namely seasonality, there are certain periods where tourism consumption figures have increased dramatically compared to other periods, in other words, there are significantly high and low seasons in tourist areas so that the provision of tourist needs at that time -certain time will also experience a significant difference. To ensure a comprehensive analysis of the development of tourism of a region, then the contribution of the events before the actual emergence of tourism

activities should be regarded as important for operational issues and tourism management (L. Tang and Jang, 2010).

In terms of transportation, which is generally faced is the occurrence of problems such as severe congestion on the main route to tourist destinations, pollution, damage to infrastructure due to excessive loads from tourists' vehicles, and others which lead to low levels of service received by tourists. The new trend of the transport sector in the field of halal tourism worldwide is to fulfill the needs of Muslims and give respect and a sense of safety on the way (Jia and Chaozhi, 2020). Some of the potentials with the holding of a special transportation sector for tourism or halal regularly are First, increasing the number of tourists; with the availability of tourism transportation, of course, tourists will be able to plan visits to various halal tourism objects more easily without being bothered by planning the transportation facilities that will be used. Local tourists, in particular, and of course foreign tourists will be increasingly interested in utilizing this transportation, whose costs should also be cheaper. Reducing congestion in tourist destination areas, with regular tourism transportation, of course, the use of private vehicles will decrease so that congestion that occurs in tourist destination areas will decrease. Second, to reduce the potential for accidents, the existence of regular tourism transportation will reduce the number of vehicles going to tourism objects and will indirectly reduce the potential for accidents that may occur. Third, save on tourism costs, the existence of regular tourism transportation means that potential tourists do not need to specifically rent a vehicle which requires higher costs. Fourth, to save energy, at a macro level, with the decrease in

vehicles, energy used for transportation can also be saved. Fifth, reducing pollution, reducing vehicles and energy consumption in transportation will also reduce pollution that occurs due to vehicle use.

In terms of the capacity of halal tourism infrastructure and facilities, things that are not following needs can be identified. It is strongly felt, and actually can be seen daily on road transport and rail modes of fire, especially in large cities and metropolitan. Therefore, new transportation technologies are needed that have a major impact on lives and also on the operation of the tourism industry (Wang, et.al., 2010). So far, many technologies are owned and mastered but not fully utilized and developed to support the transportation sector. Tourism is part of the service sector and therefore its eco-efficiency must be thus better than average, as other industry representatives claim (Peeters and Schouten, 2006). Whereas the use and development of technology in the transportation sector can help improve safety and provide transportation facilities that can economically reach low-income and environmentally friendly people. The system of transportation that is sustainable and alternative modes of transport is very important, it focuses primarily on the way tourism kosher for utility purposes (Lumsdon, et.al., 2006).

Conclusion

Transportation with health as the main factor in halal tourism is an important requirement for sustainable halal tourism during the covid-19 pandemic because the key characteristic of captives is mobility. Mobility rating will further increase significantly if tourism operators provide adequate health facilities.

When mobility is high, transportation by itself is the main pioneer for the foundation of health care. When viewed from a social perspective, transportation is more of a process of cultural affiliation where when someone takes transportation and moves to another area, that person will encounter cultural differences. In addition, the social point of view also describes that the transportation and transportation patterns that are formed are also a manifestation of human nature.

Recommendations

Challenges and problems in the services of the Indonesian halal tourism transportation sector during the Covid-19 pandemic, in general, are still faced with problems of improving health, awareness of maintaining physical distance, and increasing smooth mobility (both for corridors that have developed densely causing congestion) and problems digitalization of services, especially public transportation services. In addition, the problem of people's purchasing power has also decreased compared to operating costs and investment in infrastructure and transportation facilities. It takes a policy of subsidizing transportation operations as well as substantial investment support from the government to organize a safe and healthy transportation system for all Indonesians.

References

- Ainin, Sulaiman, Ali Feizollah, Nor Badrul Anuar, and Nor Aniza Abdullah. 2020. "Sentiment Analyzes of Multilingual Tweets on Halal Tourism." *Tourism Management Perspectives* 34 (January 2019):

100658. <https://doi.org/10.1016/j.tmp.2020.100658>
- Al-Ansi, Amr, and Heesup Han. 2019. "Role of Halal-Friendly Destination Performances, Value, Satisfaction, and Trust in Generating Destination Image and Loyalty." *Journal of Destination Marketing and Management* 13 (December 2018): 51-60. <https://doi.org/10.1016/j.jdmm.2019.05.007>
- Bai, Yun, Xiaofeng Kou, Shi An, Yanfeng Ouyang, Jian Wang, and Xiaoying Zhu. 2014. "Integrated Planning of Tourism Investment and Transportation Network Design." *Transportation Research Record* 2467: 91-100. <https://doi.org/10.3141/2467-10>.
- Barros, Vera Gouveia. 2012. "Transportation Choice and Tourists' Behavior." *Tourism Economics* 18 (3): 519-31. <https://doi.org/10.5367/te.2012.0123>.
- Battour, Mohamed M., Moustafa M. Battor, and Mohd Ismail. 2012. "The Mediating Role of Tourist Satisfaction: A Study of Muslim Tourists in Malaysia." *Journal of Travel and Tourism Marketing* 29 (3): 279-97. <https://doi.org/10.1080/10548408.2012.666174>
- Battour, Mohamed M., Moustafa M. Battor, and Mohd Ismail. 2012. "The Mediating Role of Tourist Satisfaction: A Study of Muslim Tourists in Malaysia." *Journal of Travel and Tourism Marketing* 29 (3): 279-97. <https://doi.org/10.1080/10548408.2012.666174>
- Battour, Mohamed, Mohd Nazari Ismail, Moustafa Battor, and Muhammad Awais. 2017. "Islamic Tourism: An Empirical Examination of Travel Motivation and Satisfaction in Malaysia." *Current Issues in Tourism* 20 (1): 50-67. <https://doi.org/10.1080/13683500.2014.965665>
- Becken, Susanne, and Aaron Schiff. 2011. "Distance Models for New Zealand International Tourists and the Role of Transport Prices." *Journal of Travel Research* 50 (3): 303-20. <https://doi.org/10.1177/0047287510362919>.
- Brtnický, Martin, Václav Pecina, Michaela Vašinová Galiová, Lubomír Prokeš, Ondřej Zvěřina, David Juříčka, Martin Klimánek, and Jindřich Kynický. 2020. "The Impact of Tourism on Extremely Visited Volcanic Island: Link between Environmental Pollution and Transportation Modes." *Chemosphere* 249. <https://doi.org/10.1016/j.chemosphere.2020.126118>
- Calderwood, Eric. 2014. "The Invention of Al-Andalus: Discovering the Past and Creating the Present in Granada's Islamic Tourism Sites." *Journal of North African Studies* 19 (1): 27-55. <https://doi.org/10.1080/13629387.2013.862777>
- Carboni, Michele, and M'hammed Idrissi Janati. 2016. "Halal Tourism de Facto: A Case from Fez." *Tourism Management Perspectives* 19: 155-59. <https://doi.org/10.1016/j.tmp.2015.12.007>

- Dickinson, Janet E., and Derek Robbins. 2008. "Representations of Tourism Transport Problems in a Rural Destination." *Tourism Management* 29 (6): 1110-21. <https://doi.org/10.1016/j.tourman.2008.02.003>.
- Divisekera, Sarath. 2016. "Interdependencies of Demand for International Air Transportation and International Tourism." *Tourism Economics* 22 (6): 1191-1206. <https://doi.org/10.1177/1354816616669007>
- Downward, Paul, and Les Lumsdon. 2004. "Tourism Transport and Visitor Spending: A Study in the North York Moors, National Park, UK." *Journal of Travel Research* 42 (4): 415-20. <https://doi.org/10.1177/0047287504263038>
- El-Gohary, Hatem, and Riyad Eid. 2012. "DMA Model: Understanding Digital Marketing Adoption and Implementation by Islamic Tourism Organizations." *Tourism Analysis* 17 (4): 523-32. <https://doi.org/10.3727/108354212X13473157390885>
- Gal-Tzur, Ayelet, Shirly Bar-Lev, and Yoram Shiftan. 2020. "Using Question & Answer Forums as a Platform for Improving Transport-Related Information for Tourists." *Journal of Travel Research* 59 (7): 1221-37. <https://doi.org/10.1177/0047287519877254>.
- Geetanjali Ramesh Chandra. 2014. "Halal Tourism; A New Goldmine for Tourism." *International Journal of Business Management & Research (IJBMR)* 4 (6): 45-62. http://www.tjprc.org/viewarchives.php?year=2014_48_2&id=32&jtype=2&page=4
- Ghani, Gairuzazmi M. 2016. "Tourist Arrivals to Malaysia from Muslim Countries." *Tourism Management Perspectives* 20: 1-9. <https://doi.org/10.1016/j.tmp.2016.06.003>
- Guo, Zhan, and Nigel HM Wilson. 2004. "Assessment of the Transfer Penalty for Transit Trips: Geographic Information System-Based Disaggregate Modeling Approach." *Transportation Research Record*, no. 1872: 10-18. <https://doi.org/10.3141/1872-02>
- Gronau, Werner. 2017. "Encouraging Behavioral Change towards Sustainable Tourism: A German Approach to Free Public Transport for Tourists." *Journal of Sustainable Tourism* 25 (2): 265-75. <https://doi.org/10.1080/09669582.2016.1198357>
- Gronau, Werner, and Andreas Kagermeier. 2007. "Key Factors for Successful Leisure and Tourism Public Transport Provision." *Journal of Transport Geography* 15 (2): 127-35. <https://doi.org/10.1016/j.jtrangeo.2006.12.008>
- Hamaguchi, Yoshihiro. 2019. "Do Pollution Havens Restrict Tourism-Led Growth? Achieving Sustainable Tourism via a Mix of Environmental and Tourism Policies." *Tourism Economics*, 3-10. <https://doi.org/10.1177/1354816619868086>.

- Hess, Daniel Baldwin. 2006. "Transportation Beautiful: Did the City Beautiful Movement Improve Urban Transportation?" *Journal of Urban History* 32 (4): 511-45. <https://doi.org/10.1177/0096144205284402>
- Island, Desert, and Acadia National Park. 2004. "The Convergence of Transportation, Information Technology, and Visitor Experience at Acadia National Park" 43 (November): 151-60. <https://doi.org/10.1177/0047287504268239>
- Jia, Xiong, and Zhang Chaozhi. 2020. "Halal Tourism: Is It the Same Trend in Non-Islamic Destinations with Islamic Destinations?" *Asia Pacific Journal of Tourism Research* 25 (2): 189-204. <https://doi.org/10.1080/10941665.2019.1687535>
- Kamal, Maryam, Zadeh Gilani, Seyed Mahmoud, and Shabgoo Monsef. 2017. "Strategic Planning for Halal Tourism Development in Gilan Province." *Iranian Journal of Optimization* 9 (1): 49-55. http://ijo.iurasht.ac.ir/article_530397_55c15ab5ddb8a8c95292f856e60cc3d.pdf
- Kanwal, Shamsa, Muhammad Imran Rasheed, Abdul Hameed Pitafi, Adnan Pitafi, and Minglun Ren. 2020. "Road and Transport Infrastructure Development and Community Support for Tourism: The Role of Perceived Benefits, and Community Satisfaction." *Tourism Management* 77 (October 2019): 104014. <https://doi.org/10.1016/j.tourman.2019.104014>
- Khadaroo, Jameel, and Boopen Seetanah. 2007. "Transport Infrastructure and Tourism Development." *Annals of Tourism Research* 34 (4): 1021-32. <https://doi.org/10.1016/j.annals.2007.05.010>
- Lumsdon, Les M., Paul Downward, and Steven Rhoden. 2006. "Transport for Tourism: Can Public Transport Encourage a Capital Shift in the Day Visitor Market?" *Journal of Sustainable Tourism* 14 (2): 139-56. <https://doi.org/10.1080/09669580608669049>
- Lumsdon, Les. 2000. "Transport and Tourism: Cycle Tourism - a Model for Sustainable Development?" *Journal of Sustainable Tourism* 8 (5): 361-77. <https://doi.org/10.1080/09669580008667373>
- Mishra, Shekhar, Avik Sinha, Arshian Sharif, and Norazah Mohd Suki. 2019. "Dynamic Linkages between Tourism, Transportation, Growth and Carbon Emission in the USA: Evidence from Partial and Multiple Wavelet Coherence." *Current Issues in Tourism* 0 (0): 1-23. <https://doi.org/10.1080/13683500.2019.1667965>
- Mohsin, Asad, Noriah Ramli, and Bader Abdulaziz Alkhalayfi. 2016. "Halal Tourism: Emerging Opportunities." *Tourism Management Perspectives* 19 (2016): 137-

43. <https://doi.org/10.1016/j.tmp.2015.12.010>
- Muhammad Haseeb, Gholamreza Zandi, Nizam Mohammad Andrianto. 2017. "Impact Of Macroeconomic Indicators On Development Patterns: Case Of Tourism Industry In ASEAN Region" 6 (1): 85-102
- Oktadiana, Hera, Philip L. Pearce, and Kaye Chon. 2016. "Muslim Travelers' Needs: What Don't We Know?" *Tourism Management Perspectives* 20: 124-30. <https://doi.org/10.1016/j.tmp.2016.08.004>
- Patandianan, Marly Valenti, and Hiroyuki Shibusawa. 2020. "Importance and Performance of Streetscapes at a Tourism Destination in Indonesia: The Residents' Perspectives." *Frontiers of Architectural Research* 9 (3): 641-55. <https://doi.org/10.1016/j.foar.2020.05.006>
- Peeters, Paul, and Frans Schouten. 2006. "Reducing the Ecological Footprint of Inbound Tourism and Transport to Amsterdam." *Journal of Sustainable Tourism* 14 (2): 157-71. <https://doi.org/10.1080/09669580508669050>
- Pino, Giovanni, and Alessandro M. Peluso. 2018. "The Development of Cruise Tourism in Emerging Destinations: Evidence from Salento, Italy." *Tourism and Hospitality Research* 18 (1): 15-27. <https://doi.org/10.1177/1467358415619672>
- Razzaq, Serrin, C. Michael Hall, and Girish Prayag. 2016. "The Capacity of New Zealand to Accommodate the Halal Tourism Market - Or Not." *Tourism Management Perspectives* 18: 92-97. <https://doi.org/10.1016/j.tmp.2016.01.008>
- Robinson, Richard NS, Brent W. Ritchie, Anna Kralj, David J. Solnet, Tom Baum, and Robert C. Ford. 2014. "An Asia-Pacific Core - Periphery Futures Paradox: Divergent Worker and Tourist Mobilities." *Journal of Travel Research* 53 (6): 805-18. <https://doi.org/10.1177/0047287513513164>
- Rosselló-Nadal, Jaume, and Jianan HE. 2019. "Tourist Arrivals versus Tourist Expenditures in Modeling Tourism Demand." *Tourism Economics* . <https://doi.org/10.1177/1354816619867810>
- Samori, Zakiah, Nor Zafir Md Salleh, and Mohammad Mahyuddin Khalid. 2016. "Current Trends on Halal Tourism: Cases on Selected Asian Countries." *Tourism Management Perspectives* 19: 131-36. <https://doi.org/10.1016/j.tmp.2015.12.011>
- Sen, Lalita, and Sara Mayfield. 2004. "Accessible Tourism: Transportation to and Accessibility of Historic Buildings and Other Recreational Areas in the City of Galveston, Texas." *Public Works Management & Policy* 8 (4): 223-34. <https://doi.org/10.1177/1087724X03262829>
- Sigala, Marianna. 2020. "Tourism and COVID-19: Impacts and Implications for Advancing and Resetting Industry and Research." *Journal of Business*

- Research 117: 312-21. <https://doi.org/10.1016/j.jbusres.2020.06.015>.
- Sugiyanto, Gito. 2013. "Mode Selection Model and Comparison of Travel Behavior." *Faculty of Civil Engineering, UNS* 7 (1981): 24-26
- Sykes, Diane, and Kathryn Gibson Kelly. 2016. "Motorcycle Drive Tourism Leading to Rural Tourism Opportunities." *Tourism Economics* 22 (3): 543-57. <https://doi.org/10.5367/te.2014.045>
- Tang, Chuanzhong, David Weaver, and Laura Lawton. 2017. "Can Stopovers Be Induced to Revisit Transit Hubs as Stayovers? A New Perspective on the Relationship between Air Transportation and Tourism." *Journal of Air Transport Management* 62: 54-64. <https://doi.org/10.1016/j.jairtraman.2017.02.008>
- Tang, Liang, and Soocheong Jang. 2010. "L'évolution Des Transports Vers Le Tourisme: Le Système de Canaux de New York." *Tourism Geographies* 12 (3): 435-59. <https://doi.org/10.1080/14616688.2010.494683>
- Torabian, Pooneh, and Heather Mair. 2017. "(Re) Constructing the Canadian Border: Anti-Mobilities and Tourism." *Tourist Studies* 17 (1): 17-35. <https://doi.org/10.1177/1468797616685645>
- Truong, Nguyen Van, and Tetsuo Shimizu. 2017. "The Effect of Transportation on Tourism Promotion: Literature Review on Application of the Computable General Equilibrium (CGE) Model." *Transportation Research Procedia* 25: 3096-3115. <https://doi.org/10.1016/j.trpro.2017.05.336>
- Wang, Wei Ching, Ling Shang Chou, and Chung Chi Wu. 2010. "Impacts of New Transportation Technology on Tourism-Related Industries – the Taiwan High Speed Rail." *World Leisure Journal* 52 (1): 14-19. <https://doi.org/10.1080/04419057.2010.9674618>
- Waryszak, Robert, and Brian King. 2000. "Tourists and Taxis: An Examination of the Tourism Transport Interface." *Journal of Vacation Marketing* 6 (4): 318-28. <https://doi.org/10.1177/13567667000600403>
- Yang, Yang, Dong Li, and Xiang (Robert) Li. 2019. "Public Transport Connectivity and Intercity Tourist Flows." *Journal of Travel Research* 58 (1): 25-41. <https://doi.org/10.1177/0047287517741997>
- Yin, Ping, Zhibin Lin, and Bruce Prideaux. 2019. "The Impact of High-Speed Railway on Tourism Spatial Structures between Two Adjoining Metropolitan Cities in China: Beijing and Tianjin." *Journal of Transport Geography* 80 (June): 102495. <https://doi.org/10.1016/j.jtrangeo.2019.102495>
- Zamani-Farahani, Hamira, and Joan C Henderson. 2010. "Islamic Tourism and Managing Tourism: Develop." *Inter* 89

(July 2009): 79-89. <https://doi.org/10.1002/jtr.741>.

Zhang, Yu, Syed Abdul Rehman Khan, Anil Kumar, Hêriş Golpîra, and Arshian Sharif. 2019. "Is Tourism Really Affected by Logistical Operations and Environmental Degradation? An Empirical Study from the Perspective of Thailand. " *Journal of Cleaner Production* 227: 158-66. <https://doi.org/10.1016/j.jclepro.2019.04.164>.

