ARTICLE

Travel Corridor Arrangement Application Process by Governments of Indonesia and Singapore

Fitri Kurnianingsih [1], Mahadiansar Mahadiansar [2], Oksep Adhayanto [3]

[1]Department of Master Public Administration, Universitas Maritim Raja Ali Haji
Jl. Raya Dompak, Tanjungpinang, Indonesia

[2]Department of Public Administration, Universitas Maritim Raja Ali Haji
Jl. Raya Dompak, Tanjungpinang, Indonesia

[3]Department of Law, Universitas Maritim Raja Ali Haji
Jl. Raya Dompak, Tanjungpinang, Indonesia

✉ fitrikurnianingsih@umrah.ac.id

Abstract: The discussion on the Travel Corridor Arrangement (TCA) between the Indonesian and Singaporean governments will continue in the future. However, technically and practically, there are still some issues that the Indonesian government has not effectively addressed, which shows that we are technically still waiting for the right decision while the number of cases of the COVID-19 pandemic is decreasing. This study aims to test different research hypotheses about the elements influencing Indonesia's readiness for TCA with the Singapore government. The technique used a qualitative literature review. To support the literature review with secondary data, the researchers increased the examination of research hypotheses using the NVivo program, which was then thoroughly assessed. The findings show that the researcher will also identify that Indonesia will be more sensitive to TCA than Singapore, so the decision is rejected, while the following hypothesis is that TCA also focuses on tourists, compared to business activities between the two countries, and that the Indonesian government has also proposed the implementation of RGL. However, RGL is not a priority, implying that TCA is effective. If RGL is emphasized, the hypothesis can be accepted. Based on some of these hypotheses' results, the first hypothesis's rejection is caused by the lack of Human Resource Management expertise in implementing TCA with the Singapore government. The conclusion is that TCA implementation in Indonesia is not yet ready to be implemented between Indonesia and Singapore during the COVID-19 pandemic.

Keywords: Travel Corridor Arrangement; application; Indonesia; Singapore

1. Introduction

Southeast Asia, whose tourist income is the highest in recent decades, is one of the places worst hit by the COVID-19 pandemic (Fauzi & Paiman, 2020; Wang et al., 2021). As a result, tourism's contribution to GDP in this area has dwindled dramatically (Kurnianingsih et al., 2021). The tourist sector's contribution shows this to Indonesia's GDP, which decreased from IDR 1,153.4 trillion in 2019 to Rp. 1,049.5 trillion in 2020. Was owing to a 75.03 percent decline in international visitor arrivals from 16,106,954 in 2019 to 4,022,505 in 2020 (Pramana et al., 2022; Riadil, 2020). Throughout the COVID-19 pandemic, the government has continued to work to revive Indonesian tourism via a variety of promotional measures. At the same time, they are adhering to health regulations consistent with international health standards (Musfiroh et al., 2021; Sentanu, 2015; Subawa et al., 2021).

One possibility is the construction of "travel bubbles," which are sometimes referred to as travel bridges (Fusté-Forné & Michael, 2021; Xie et al., 2021). Indeed, the notion of the travel bubble is an extension of the concept of the "social bubble" (Connor, 2021; Dobransky & Hargittai, 2021). Individuals are widening their quarantine zones to encompass as many individuals as possible. Imposing the Travel Corridor Arrangement, or so-called TCA, may enable people to enter for business or holiday purposes through travel bubbles or green corridors (Balsas, 2021; Zhang et al., 2021). Travel bubbles often need pre-departure and post-arrival testing and shorter quarantine periods (Dickens et al., 2021; Gu et al., 2022).

ASEAN has issued an ASEAN Declaration decision entrusting Indonesia with the leadership of the ASEAN Travel Corridor's implementation phase (Law & Katekaew, 2022; Riyadi et al., 2022). Several nations have already successfully established travel bubbles with the United States, Germany, and France; more recently, India has advocated establishing travel bubbles with nearby Bangladesh (Neopane & Waglé, 2020; Ristova Maglovska & Durgutov, 2021; Sun et al., 2021). In addition, the United States and the United Kingdom have begun high-level negotiations to construct a 'transatlantic air bridge' to permit quarantine-free travel between New York and London, owing to the low rates of SARS-CoV-2 transmission in current cities (Sharun et al., 2020).

Meanwhile, Singapore permits quarantine-free travel from New Zealand. However, establishing a travel bubble between nations that permits persons to travel freely without being subjected to obligatory quarantine upon arrival might have a detrimental effect (Baker et al., 2020; McNeill, 2021; Sharun et al., 2020). Following the success of the travel bubble idea, numerous other nations are exploring establishing safe lanes to boost tourism and aid in the rehabilitation of different industries (Greenwood, 2019; Lapointe, 2020). Bali, Bintan, and Batam are among the Indonesian regions agreed upon in the TCA program (Henry, 2021; Inasis, 2021).

In Indonesia, policy formulation in the implementation of TCA is a policy under the auspices of the Ministry of Tourism and Creative Economy and the Ministry of Foreign Affairs of the Republic of Indonesia aimed at reopening businesspeople who wish to travel between the two countries via a bubble system (Mahadiansar et al., 2021). Additionally, the TCA between the two nations emphasizes the tourist sector, Indonesian tourism, and a few other countries that have formed a collaborative agreement with a defined period during the COVID-19 pandemic (Sigala, 2020; Yang et al., 2021).

The TCA initiative aims to reintroduce tourism to Indonesia, with several countries nearing completion (Sugihamretha, 2020). With the participation of the four nations, the TCA agreement has entered its final stage. There are four nations where negotiations on the TCA's finalization may begin: the Middle East, the United Arab Emirates, Singapore, China, and the Netherlands (Widyanti, 2021). Because direct point-to-point travel is not permitted, mechanisms for entering and exiting the nation must exist (Guiggiani & Casalini, 1987). Additionally, the administration is conducting a pilot initiative to re-establish diplomatic relations with various nations, notably

Ukraine and Poland, to conduct early tests of the new normal (Filonchyk et al., 2021; Labuda, 2021). In terms of the Indonesian areas covered by the TCA program, they include Bali, Lagoi-Bintan, and Batam, Riau Islands.

This study aims to illustrate the TCA policy formation process in reporting between the Indonesian and Singaporean governments utilizing the NVivo 12 software. First, how is the TCA readiness between the two countries? Then what is the TCA target between economic transactions or tourist visits? Then besides TCA and RGL, which one is more dominant? That contrasts with the Singapore government's position that TCA implementation should prioritize the requirements of the Singaporean community above tourist investment. Therefore, the update of this paper focuses more on the readiness of TCA by the two countries for comparisons in handling the Covid-19 pandemic so that the object of research is more to analyze the findings of using NVivo software which is described descriptively or hypotheses that researchers have made.

2. Methods

The method used in this research is descriptive qualitative (Sandelowski, 2010) with a literature study approach and literature review (Galvan & Galvan, 2017; Zed, 2014). In addition, in strengthening descriptive qualitative to facilitate in-depth analysis, researchers used analytical instruments with NVivo software (Bazeley, 2007). In general, NVivo is present as an application that can be used to process and analyze qualitative data. So far, qualitative research rarely uses an automation system for qualitative data analysis (Edhlund & McDougall, 2018; Wiltshier, 2011). The secondary data processing by collecting news about the most relevant TVA can be seen in Figure 1.
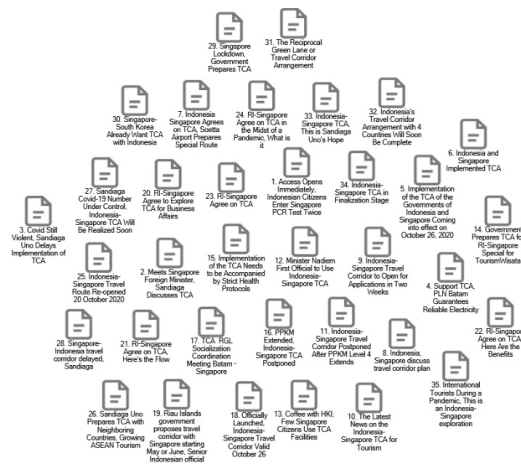

Figure 1. Transcript News TCA Plan by NVivo, 2021

Source: Processed by researcher (2022)

The researcher accessed pertinent news transcripts through the official website to determine the importance of the themes provided by numerous informants and other TCA stakeholders. The news classification referred to is categorizing news about TCA between the two countries for one year; in the classification using NVivo, researchers transcribed news according to relevant titles related to TCA news in Indonesia and Singapore. Additionally, the influence on the reaction of secondary data to the state of the Indonesian tourist industry. Subsequently, the outcomes of the interview transcript above are intended to aid the researcher's analysis—the secondary data used is relevant to the discussion of TCA. The stakeholders referred to are conversations that arise from news headlines that researchers have transcribed. Data collection was conducted in a snowball manner by searching for keywords and neglecting to track researchers through internet browsing. After processing the transcript using NVivo, data analysis approaches based on data triangulation were

used. Triangulation is the process of comparing data collected from a source. Finally, triangulation is a technique or procedure that may help researchers get a better grasp and depth of information when confronted with an issue or event being examined (Olsen, 2004). Consequently, only reliable information or data will be utilized to arrive at conclusions or study findings (McCusker & Gunaydin, 2015).

3. Results and Discussion

3.1. TCA Text Mining Analysis by NVivo

A keyword frequency study was conducted between Indonesia and Singapore on pertinent TCA subjects. Thirty-five articles were published on national and international news websites. The most straightforward use of text mining is to examine sentiment towards popular subjects. Text mining is the process of extracting information from unstructured data in the form of text. Table 1 summarizes the text mining findings, namely the involvement of the Indonesian and Singaporean governments in preparing for the implementation of TCA regulations on the Travel Bubble.

Table 1. Keyword Frequency Results by NVivo

Rank	Extracted Words	Length	Frequency	Percentage (%)
1	Singapore	9	221	3.02
2	Tca	3	182	2.49
3	Indonesia	9	177	2.42
4	Travel	6	101	1.38
5	Batam	5	99	1.35
6	Minister	8	86	1.18
7	Foreign	7	85	1.16
8	Tourism	7	82	1.12
9	Countries	9	77	1.05
10	Health	6	59	0.81
11	Rgl	3	57	0.78
12	Business	8	55	0.75
13	Corridor	8	53	0.72
14	Covid	5	50	0.68
15	Government	10	46	0.63
16	Affairs	7	43	0.59
17	Pcr	3	42	0.57
18	Traveler	8	42	0.57
19	Economy	7	39	0.53
20	Test	4	36	0.49

Source: Processed Nvivo-R Data (2022)

According to Table 1, Singapore's debate on TCA is dominated by the Indonesian and Singaporean governments, while the Indonesian government dominates Indonesia's discussion. In the context of the Covid-19 pandemic, Singapore is a developed nation with an ineffective government structure. As a sign of dedication, Singapore's health industry outperforms Indonesia regarding public facilities and services. Indonesia is pushing too hard for the economy's wheels to continue turning without regard for the direct support for health services in the TCA's preparedness. Along with the data from the NVivo keyword frequency analysis, the researcher

presents an overview of the visualization of terms associated with the TCA conversation. The representation is shown in Figure 2.

Figure 2. Word Cloud by NVivo-R

Source: Processed Nvivo-R Data (2022)

3.2. TCA Plan to Hypothesis Synthesis Analysis

As a result of NVivo's text mining processing in preparation for the implementation of TCA on the Travel Bubble concept between Indonesia and Singapore, below is a table of analysis synthesis statements on the final decision that may be analyzed in depth. Table 2 summarizes the results.

Table 2. Research Hypothesis

Hypothesis	Synthesis Analysis	Result
H1	Indonesia will be more sensitive to TCA than Singapore	Reject
H2	For Indonesia, TCA focuses on tourism compared to other businesses	Accept
H3	TCA is better than RGL in practice for Indonesia – Singapore	Accept
H4	For Singapore, TCA focuses on community needs rather than tourism investment	Accept

Source: Processed by researcher (2022)

According to Table 2, the impact on TCA application in the first hypothesis is negative, indicating that Indonesia is less worried or sensitive than Singapore. However, it is fiercely opposed due to various irregularities in execution. The point is that the Singapore government is just waiting for Indonesia's confidence in dealing with the COVID-19 pandemic, even though the numbers will remain high by the end of 2021. The study for Indonesia TCA also concentrates on revitalizing the tourist industry, unlike other industries. The conclusions of the NVivo-processed data show the Indonesian government's decision to focus on a pilot project adopting TCA in tourist locations, namely on Bali and Bintan Island. TCA determines the degree to which tourism can revitalize the rural economy and ensure that residents can meet their necessities.

With the recognized theory, Singapore's TCA is more focused on the demands of its citizens when it comes to enjoying tourism in Indonesia. Thus, Singapore has indirectly developed favorable rules for its citizens interested in visiting tourism spots overseas, particularly in Indonesia. According to secondary data compiled by academics, The type of secondary data is the result of NVivo categorization has been explained in the research method. Singapore often visits Indonesia via the Bintan route, Riau Islands with the most significant number even during the COVID-19 outbreak. The community's demand for travel will enable it to appreciate the potential of still-well-preserved natural richness fully.

3.3. Indonesia-Singapore TCA Scheme Implementation

PT AP II is currently preparing the TCA scheme for the Indonesia-Singapore Travel Bubble in collaboration with stakeholders at Raja Haji Fisabilillah International Airport (Bintan), Hang Nadim International Airport (Batam), and Ngurah Rai International Airport, namely the Airport Authority, the Ministry of Health's Port Health Office (KKP Kemenkes), Immigration, Customs, and the Quarantine Centre, as well as airlines and ground handling parties. Each of these airports is preparing laboratory test facilities for PCR testing on travelers from Singapore who are covered by the TCA program. The passenger arrival flow from Singapore is as follows: the traveler arrives at arrival terminal 8, then proceeds to the e-HAC application clearance checkpoint, then proceeds to immigration and customs processing, and finally proceeds to the PCR test checkpoint (Wibowo et al., 2020).

It also relates to Circular No. 3 of 2022, which addresses the health protocol for foreign travelers and the travel bubble method used in the Batam, Bintan, and Singapore regions during the COVID-19 pandemic after the reopening of a profitable and COVID-19-safe tourist industry. The primary purpose of allowing visitors from Singapore to visit Batam and Bintan is to expedite the national economy's recovery via the tourism industry. Therefore, tourism organizers are prepared with infrastructure and processes, including a health protocol mechanism for travelers and on-site personnel (Jiang et al., 2021).

Several criteria for facilities and infrastructure (Chan & Haines, 2021; Fusté-Forné & Michael, 2021) utilized in the travel bubble region include the following Having a minimum of supporting staff comprises (1) safety operating people and supervision of health protocols, (2) health handling personnel (at least one physician and one nurse), and (3) supporting staff for health protocol implementation (at least administrative staff, cleaning staff, and cooks). Second, have a monitoring mechanism to ensure that health procedures are followed, such as television cameras. Third, provide lodging rooms that satisfy the standards, including windows or appropriate ventilation, adequate lighting, covered trash cans and plastic for infectious waste, easily cleanable room mats, and individual restrooms. Next, have lodging rooms that accommodate more than one person or family and adhere to the required lodging room health procedure.

Includes the following supporting facilities and infrastructure: (a) Areas for specimen collection and health observation, as well as drop-off and pick-up points, registration areas, decontamination or disinfection areas, outdoor activity areas, specimen collection or examination areas, and health checkpoints, (b) Separate quarantine and isolation areas from the travel bubble area. (c) Unique rest areas for support workers working directly in monitoring, overseeing, and executing health procedures. (d) Maintain trash disposal facilities that adhere to applicable environmental sanitation regulations and (e) Maintain an adequate supply of equipment, disinfection supplies, and Personal Protective Equipment (PPE).

Additionally, the Travel Bubble system regulates the following arrival process between Indonesia and Singapore:

1. There are two entrances to the Batam and Bintan regions (for foreign travelers/PPLN), namely the Nongsapura International Ferry Terminal for the Nongsa Sensation bubble travel area in Batam and the Bandar Bintan Telani Ferry Terminal for the Lagoi Bintan Resort bubble travel area in Bintan.

2. Upon arrival, all PPLNs from Singapore, including Indonesian residents and foreign nationals subject to the travel bubble system, must adhere to the following provisions:

   • Present a total dose of vaccine certificate in English at least 14 days before departure, and negative PCR results no more than three times 24 hours before departure. In addition, tourist visit visa or other entry permits, proof of booking travel bubble tour packages, and specifically, foreigners must present proof of ownership of health insurance with a minimum coverage value of SGD 30,000,

including financing for handling COVID-19 and medical evacuation to a referral hospital.

- Using the PeduliLindungi and Bluepass apps during travel bubble activities
- Checking body temperature and RT-PCR/entry test upon arrival at the entrance to the Batam and Bintan travel bubble areas • Continuation of the journey stages based on the entry test results, where: (1). if negative, continue checking immigration and customs documents, baggage collection, and travel to the inn (2). If it is positive, it will be evacuated to a place of isolation or treatment, the cost of which will be borne by the government for PPLN WNI and the individual for PPLN WNA. Then, on the Rules in the Travel Bubble Area, some rules that must be enforced in the Batam and Bintan travel bubble areas include the following Permitted interaction, in a bubble area, with visitors or tour guides. Activities are limited to certain zones and are carried out by the stated schedule. If symptoms are consistent with COVID-19, the PPLN (and close contacts in a single bubble) are obligated to do RT-PCR, including medical evacuation, following Indonesian regulations.

To strengthen health procedures and ensure overall control of COVID-19, the Indonesian government also enforces protocols for officials or workers in the travel bubble area, as follows:

1. Present a certificate indicating a total dose of COVID-19 vaccination and negative RT-PCR (entry test) findings obtained a maximum of three times 24 hours before shift/entering the bubble area.

2. Work on a shift schedule for 14 days and stay overnight in the Batam and Bintan travel bubble areas during the shift schedule.

3. It notifies health personnel in the travel bubble area when having symptoms consistent with COVID-19 for RT-PCR confirmation.

4. Conduct an RT-PCR examination on the thirteenth day (exit test) to finish the work shift schedule and be permitted to return home only if the examination findings are negative.

5. Adhere to the Indonesian system of close contact tracing, isolation, and quarantine if a positive case of COVID-19 is discovered inside the travel bubble region, including the condition that the hotel management bears the expense of medical evacuation.

The strength and weakness of this TCA comparison lie in the system of government. Singapore places on the development of human and natural resources and the use of technology in preparing TCA. In Indonesia, there are many regulations, so the bureaucratic system in implementing TCA is still being reviewed. Moreover, it is inseparable from the limited funding from developing countries such as Indonesia.

3.4. Comparison of TCA Preparation in Indonesia and Singapore

Nations are classified into two categories in the international community: developed and developing countries (Ali et al., 2017; Otsuka et al., 2016). Each of these two groups is distinct in its way. From welfare to population productivity, the growth rate is a dividing line between these two nations. A nation may be classified as developed if it already possesses advanced technologies and a stable economy (Saini & Singhania, 2018; Vivarelli, 2013). A developing nation is one with a relatively low degree of well-being for its inhabitants or one that is still developing. Numerous factors may be used to differentiate between industrialized and developing nations. The differentiators are welfare criteria, labor productivity, and population growth rate (Sabir et al., 2019; Sergi et al., 2019).

Developed nations have a more excellent standard of living, whereas developing countries have a lower standard of living. Then there is the issue of job productivity. Developed nations excel at having a strong work ethic because they are motivated by

a high level of education and the infrastructure that supports it. Meanwhile, emerging nations often have a lower GDP per capita due to a lack of infrastructure. The last distinction is seen in the pace of population expansion. Developing nations are categorized as having a high level of development. In contrast, developed countries have a low level of development with rapid expansion, and a country's progress will be harmed by the many obligations assigned to its inhabitants (Dedrick et al., 2013). Table 3 summarizes the differences in TCA application between Indonesia and Singapore during COVID-19.

Table 3. Comparison of Developing and Developed Countries

	Indonesia	Singapore
World Status	Developing country	Developed countries
Government Conditions	The government has a limited budget, so it is used according to the needs	The government has a large budget that exceeds the needs
Health Care Sector	Total COVID-19 Cases Still High in the ASEAN Region	Total COVID-19 Cases Still Low in the ASEAN Region
Facilities and Infrastructure	The lack of health facilities and medical personnel in overcoming COVID-19 control	Adequate health facilities, trained medical personnel in dealing with COVID-19 control
Temporary Collaboration Plan	UAE, Singapore, Malaysia, China, Netherlands	US, UK, France, Italy, the Netherlands, Spain, Canada, and Denmark
The main purpose	Economic Interest	Industry Interest

Source: Processed by researcher (2022)

Based on the explanation of Table 3 shows that the factors that influence the successful implementation of TCA in cooperation between the Singapore-Indonesian government have significant differences; this is due to the unpreparedness of Human Resources to fully support the implementation of TCA in Indonesia in contrast to Singapore which has a goal to develop interests. The industry so that the temporary partnership offered by the Singapore government has supremacy with other industrialized nations. However, Indonesia is still at a loss of cooperation with some targeted nations. The application of TCA is also from appropriate health facilities and medical officials who are educated in dealing with COVID-19 control compared to Indonesia. The absence of health facilities and the lack of medical professionals in defeating COVID-19 control.

Developing nations still exist in Asia, Africa, and Latin America. Developing nations are sometimes termed the third world, southern countries, or less-developed countries. According to the World Development Report, the nation has an average per capita income of less than US$500. Science and technology are the foundation for classifying developed and developing nations aside from the economy. However, developing nations often have little grasp of science and technology. The foundation for classifying developed and developing nations aside from the economy is science and technology (Dedrick et al., 2013; Hobday, 2005; Sthiannopkao & Wong, 2013). However, developing nations often have little grasp of science and technology. It also influences various elements in developed and emerging nations.

1. National Income Per capita (Gross National Product/GNP) GNP is a standard for dividing the total yearly revenue of the state by the total population. If his profit is higher than US$10,000, then the nation is a developed country. On the other hand, if the profit share is less than US$ 80, the country is classified as developing (Schneider, 2005).

2. Population Subsistence If a nation's workforce produces a more significant proportion of essential consumables, it is considered a developing country. A nation with a higher proportion of employment in the service sector is classified as a developed country (Archibugi & Coco, 2004).

3. Effectiveness Labor productivity is calculated over one year and then divided by the entire workforce. If a country's labor productivity exceeds the average, it is considered developed, and vice versa (Monath, 1994).

4. Consumption of energy This indication is not absolute since many nations have varying climates. However, developed nations rely heavily on electrical energy, and the cost of alternative forms of energy is relatively expensive (Nielsen & Pedersen, 1988).

5. Infrastructure for transportation and communication Developed nations have appropriate infrastructure for growth and communication. The technique is based on the per capita index of road, rail, highway measures, air traffic, telephone, radio, and television. The higher the index, the more developed the country's national economy.

6. Utilization of treated metal Iron, steel, copper, aluminum, and metal are examples of metal materials. The more metal materials handled, the more significant the country's degree of national Development (Portes, 1976).

7. The developed world has a low literacy rate. While emerging nations have a relatively high literacy rate. Other factors include a limited family income for food and a smaller savings account. Indonesia, Myanmar, Nepal, Papua New Guinea, and Palestine are all examples of emerging nations in Asia.

Based on the explanation above, the application of TCA in developing and developed countries in the case study has a significantly different comparison. This finding strongly agrees because, in an emergency, the availability of facilities and infrastructure in emergency response in some countries do not have good enough readiness, especially in developing countries with limited budgets for disaster response. In this case, the application of TCA between the two countries. While in developed countries, the development sector is prioritized so that the availability of facilities in an emergency can be handled properly.

4. Conclusion

The use of TCA should be based on the capacity of Human Resources to enhance new concessions for international visitors who desire to visit Indonesia. The Indonesian government has time to take out numerous preparations in adopting TCA, which may later be predicted might hurt the community if it is not prepared firmly. On the other hand, technically, the strengthening must have the government's commitment to the community so that they may work together by prioritizing strengthening health protocols according to the norms and requirements of the global health organization. These results suggest that stakeholders are constantly aware of the possible hazards, so the Indonesian government has different policy measures in implementing TCA with the Singapore government.

In addition, the research hypothesis follows the formulation of the problem that the application of TCA is more about strengthening the economy of 2 countries so that through collaboration, they cover each other's shortcomings and have advantages in handling Covid-19 can be carried out together according to the goals of the vision and mission of the two countries. Thus, applying this TCA should be a reference for other countries in collaboration between developed and developing countries.

References

Ali, W., Frynas, J. G., & Mahmood, Z. (2017). Determinants of Corporate Social Responsibility (CSR) Disclosure in Developed and Developing Countries: A Literature Review: Determinants of CSR

Disclosure. *Corporate Social Responsibility and Environmental Management, 24*(4), 273–294. https://doi.org/10.1002/csr.1410

Archibugi, D., & Coco, A. (2004). A New Indicator of Technological Capabilities for Developed and Developing Countries (ArCo). *World Development, 32*(4), 629–654. https://doi.org/10.1016/j.worlddev.2003.10.008

Baker, M. G., Wilson, N., & Blakely, T. (2020). Elimination Could Be the Optimal Response Strategy for COVID-19 and Other Emerging Pandemic Diseases. *BMJ*, m4907. https://doi.org/10.1136/bmj.m4907

Balsas, C. J. L. (2021). Sustainable Urbanism: Riverfront Greenway Planning From Tradition to Innovation. *Innovation: The European Journal of Social Science Research*, 1–21. https://doi.org/10.1080/13511610.2021.1920001

Bazeley, P. (2007). *Qualitative Data Analysis with NVivo*. SAGE Publications.

Chan, Y. W., & Haines, D. (2021, May 17). *Asia Pacific Travel Bubbles and the COVID-19 'Diseasescape.'* EastAsiaForum. https://www.eastasiaforum.org/2021/05/17/asia-pacific-travel-bubbles-and-the-covid-19-diseasescape/

Connor, C. (2021). Computing for Numeracy: How Safe is Your COVID-19 Social Bubble? *Numeracy, 14*(1). https://doi.org/10.5038/1936-4660.14.1.1382

Dedrick, J., Kraemer, K. L., & Shih, E. (2013). Information Technology and Productivity in Developed and Developing Countries. *Journal of Management Information Systems, 30*(1), 97–122. https://doi.org/10.2753/MIS0742-1222300103

Dickens, B. L., Koo, J. R., Lim, J. T., Park, M., Sun, H., Sun, Y., Zeng, Z., Quaye, S. E. D., Clapham, H. E., Wee, H. L., & Cook, A. R. (2021). Determining Quarantine Length and Testing Frequency for International Border Opening During the COVID-19 Pandemic. *Journal of Travel Medicine, 28*(7), taab088. https://doi.org/10.1093/jtm/taab088

Dobransky, K., & Hargittai, E. (2021). Piercing the Pandemic Social Bubble: Disability and Social Media Use About COVID-19. *American Behavioral Scientist, 65*(12), 1698–1720. https://doi.org/10.1177/00027642211003146

Edhlund, B., & McDougall, A. (2018). *NVivo 12 Essentials*.

Fauzi, M. A., & Paiman, N. (2020). COVID-19 Pandemic in Southeast Asia: Intervention and Mitigation Efforts. *Asian Education and Development Studies, 10*(2), 176–184. https://doi.org/10.1108/AEDS-04-2020-0064

Filonchyk, M., Hurynovich, V., & Yan, H. (2021). Impact of COVID-19 Lockdown on Air Quality in the Poland, Eastern Europe. *Environmental Research, 198*, 110454. https://doi.org/10.1016/j.envres.2020.110454

Fusté-Forné, F., & Michael, N. (2021). Limited Tourism: Travel Bubbles for a Sustainable Future. *Journal of Sustainable Tourism*, 1–18. https://doi.org/10.1080/09669582.2021.1954654

Galvan, J. L., & Galvan, M. C. (2017). *Writing Literature Reviews: A Guide for Students of the Social and Behavioral Sciences*. Taylor & Francis.

Greenwood, J. (2019). The European Citizens' Initiative: Bringing the EU Closer to Its Citizens? *Comparative European Politics, 17*(6), 940–956. https://doi.org/10.1057/s41295-018-0138-x

Gu, Y., Onggo, B. S., Kunc, M. H., & Bayer, S. (2022). Small Island Developing States (SIDS) COVID-19 Post-pandemic Tourism Recovery: A System Dynamics Approach. *Current Issues in Tourism, 25*(9), 1481–1508. https://doi.org/10.1080/13683500.2021.1924636

Guiggiani, M., & Casalini, P. (1987). Direct Computation of Cauchy Principal Value Integrals in Advanced Boundary Elements. *International Journal for Numerical Methods in Engineering, 24*(9), 1711–1720. https://doi.org/10.1002/nme.1620240908

Henry. (2021, July 6). *Nasib Rencana TCA Bali, Batam dan Bintan Terkait Penerapan PPKM Darurat*. Liputan6. https://www.liputan6.com/lifestyle/read/4599527/nasib-rencana-tca-bali-batam-dan-bintan-terkait-penerapan-ppkm-darurat

Hobday, M. (2005). Firm-level Innovation Models: Perspectives on Research in Developed and Developing Countries. *Technology Analysis & Strategic Management, 17*(2), 121–146. https://doi.org/10.1080/09537320500088666

Inasis, G. V. (2021, September 15). *Sandiaga Uno Harap Pembukaan TCA Bali-Batam-Bintan Bisa Segera Dilakukan*. kumparanTravel. https://kumparan.com/kumparantravel/sandiaga-uno-harap-pembukaan-tca-bali-batam-bintan-bisa-segera-dilakukan-1wX8PRdpAM9/full

Jiang, X., Kim, A., Kim, K. (Anthony), Yang, Q., García-Fernández, J., & Zhang, J. J. (2021). Motivational Antecedents, Value Co-Creation Process, and Behavioral Consequences in Participatory Sport Tourism. *Sustainability, 13*(17), 9916. https://doi.org/10.3390/su13179916

Kurnianingsih, F., Zulkarnain, I., & Mahadiansar, M. (2021). How Socio-Economic Impact Tourism Development in Pandemic COVID-19? Study of Bintan Regency, Indonesia. *International Journal of Social Science and Religion (IJSSR)*, 175–190. https://doi.org/10.53639/ijssr.v2i2.46

Labuda, M. (2021). Działalność Unii Europejskiej przeciw pandemii COVID-19 na Ukrainie. *Nowa Polityka Wschodnia, 28*(1), 9–21. https://doi.org/10.15804/npw20212801

Lapointe, D. (2020). Reconnecting Tourism After COVID-19: The Paradox of Alterity in Tourism Areas. *Tourism Geographies, 22*(3), 633–638. https://doi.org/10.1080/14616688.2020.1762115

Law, C. C. H., & Katekaew, R. (2022). COVID-19: ASEAN Aviation Policy and the Significance of Intra-regional Connectivity. *Journal of Asian Economic Integration, 4*(1), 1–23. https://doi.org/10.1177/26316846221075476

Mahadiansar, M., Wijaya, A. F., & Wanto, A. H. (2021). Analisis Dampak Penutupan Akses Pariwisata di Wilayah Perbatasan Kabupaten Bintan pada Masa Pandemi COVID-19. *Prosiding Seminar Nasional Perbatasan dan Desa 2021*, 118–127.

McCusker, K., & Gunaydin, S. (2015). Research Using Qualitative, Quantitative or Mixed Methods and Choice Based on the Research. *Perfusion, 30*(7), 537–542. https://doi.org/10.1177/0267659114559116

McNeill, H. (2021). Dealing with the 'Crimmigrant Other' in the Face of a Global Public Health Threat: A Snapshot of Deportation during COVID-19 in Australia and New Zealand. *Social Sciences, 10*(8), 278. https://doi.org/10.3390/socsci10080278

Monath, T. P. (1994). Dengue: The Risk to Developed and Developing Countries. *Proceedings of the National Academy of Sciences, 91*(7), 2395–2400. https://doi.org/10.1073/pnas.91.7.2395

Musfiroh, A., Mugiyati, M., & Iman, A. K. N. (2021). Strategies to Improve Halal Tourism in Indonesia During the Pandemic COVID-19. *Jurnal Ilmiah Ekonomi Islam, 7*(2), 1048–1052. https://doi.org/10.29040/jiei.v7i2.2533

Neopane, A., & Waglé, S. (2020). *Appraisal of Global Economic Outlook in the Time of COVID-19*. Institute for Integrated Development Studies. http://hdl.handle.net/11540/12209

Nielsen, K., & Pedersen, O. K. (1988). The Negotiated Economy: Ideal and History. *Scandinavian Political Studies, 11*(2), 79–102. https://doi.org/10.1111/j.1467-9477.1988.tb00361.x

Olsen, W. (2004). Methodological Triangulation and Realist Research: An Indian Exemplar. In B. Carter & C. New (Eds.), *Making Realism Work: Realist Social Theory and Empirical Research*. Routledge.

Otsuka, K., Nakano, Y., & Takahashi, K. (2016). Contract Farming in Developed and Developing Countries. *Annual Review of Resource Economics, 8*(1), 353–376. https://doi.org/10.1146/annurev-resource-100815-095459

Portes, A. (1976). On the Sociology of National Development: Theories and Issues. *American Journal of Sociology, 82*(1), 55–85. https://doi.org/10.1086/226270

Pramana, S., Paramartha, D. Y., Ermawan, G. Y., Deli, N. F., & Srimulyani, W. (2022). Impact of COVID-19 Pandemic on Tourism in Indonesia. *Current Issues in Tourism, 25*(15), 2422–2442. https://doi.org/10.1080/13683500.2021.1968803

Riadil, I. G. (2020). Tourism Industry Crisis and Its Impacts: Investigating the Indonesian Tourism Employees Perspectives' in the Pandemic of COVID-19. *Jurnal Kepariwisataan: Destinasi, Hospitalitas dan Perjalanan, 4*(2), 98–108. https://doi.org/10.34013/jk.v4i2.54

Ristova Maglovska, C., & Durgutov, I. (2021). Rebuilding Tourism and Travel for the Future: Policy Responses to the Coronavirus (COVID-19). *Challenges of Tourism and Business Logistics in the 21st Century*, 167–176. https://doi.org/10.46763/YFNTS2141167rm

Riyadi, A., Bakar, M. A. A., & Hidayat, C. (2022). Opportunities and Challenges of Globalisation for ASEAN Destinations Through the One Belt One Road Initiative. In I. Mensah, K. Balasubramanian, M. R. Jamaluddin, G. Alcoriza, V. Gaffar, & S. M. Rasoolimanesh (Eds.), *Marketing Tourist Destinations in Emerging Economies* (pp. 259–273). Springer International Publishing. https://doi.org/10.1007/978-3-030-83711-2_12

Sabir, S., Rafique, A., & Abbas, K. (2019). Institutions and FDI: Evidence From Developed and Developing Countries. *Financial Innovation, 5*(1), 8. https://doi.org/10.1186/s40854-019-0123-7

Saini, N., & Singhania, M. (2018). Determinants of FDI in Developed and Developing Countries: A Quantitative Analysis Using GMM. *Journal of Economic Studies, 45*(2), 348–382. https://doi.org/10.1108/JES-07-2016-0138

Sandelowski, M. (2010). What's in a Name? Qualitative Description Revisited. *Research in Nursing & Health, 33*(1), 77–84. https://doi.org/10.1002/nur.20362

Schneider, P. H. (2005). International Trade, Economic Growth and Intellectual Property Rights: A Panel Data Study of Developed and Developing Countries. *Journal of Development Economics, 78*(2), 529–547. https://doi.org/10.1016/j.jdeveco.2004.09.001

Sentanu, I. G. E. P. S. (2015). Increasing Trust in Local Government Financial Management and Building Integrity: Efforts Reform in Indonesia. *Public Policy and Administration Research, 5*(3), 206–213. https://iiste.org/Journals/index.php/PPAR/article/view/20887

Sergi, B. S., Popkova, E. G., Bogoviz, A. V., & Ragulina, J. V. (2019). Entrepreneurship and Economic Growth: The Experience of Developed and Developing Countries. In B. S. Sergi & C. C. Scanlon (Eds.), *Entrepreneurship and Development in the 21st Century* (pp. 3–32). Emerald Publishing Limited. https://doi.org/10.1108/978-1-78973-233-720191002

Sharun, K., Tiwari, R., Natesan, S., Yatoo, M. I., Malik, Y. S., & Dhama, K. (2020). International Travel During the COVID-19 Pandemic: Implications and Risks Associated With 'Travel Bubbles.' *Journal of Travel Medicine, 27*(8), taaa184. https://doi.org/10.1093/jtm/taaa184

Sigala, M. (2020). Tourism and COVID-19: Impacts and Implications for Advancing and Resetting Industry and Research. *Journal of Business Research, 117*, 312–321. https://doi.org/10.1016/j.jbusres.2020.06.015

Sthiannopkao, S., & Wong, M. H. (2013). Handling E-waste in Developed and Developing Countries: Initiatives, Practices, and Consequences. *Science of The Total Environment, 463–464*, 1147–1153. https://doi.org/10.1016/j.scitotenv.2012.06.088

Subawa, N. S., Widhiasthini, N. W., Astawa, I. P., Dwiatmadja, C., & Permatasari, N. P. I. (2021). The Practices of Virtual Reality Marketing in the Tourism Sector, a Case Study of Bali, Indonesia. *Current Issues in Tourism, 24*(23), 3284–3295. https://doi.org/10.1080/13683500.2020.1870940

Sugihamretha, I. D. G. (2020). Respon Kebijakan COVID-19: Menggairahkan Kembali Ekonomi Indonesia dengan Membuka Travel Bubble dan Koridor Intra-Indonesia. *Bappenas Working Papers, 3*(2), 126–142. https://doi.org/10.47266/bwp.v3i2.73

Sun, X., Wandelt, S., Zheng, C., & Zhang, A. (2021). COVID-19 Pandemic and Air Transportation: Successfully Navigating the Paper Hurricane. *Journal of Air Transport Management, 94*, 102062. https://doi.org/10.1016/j.jairtraman.2021.102062

Vivarelli, M. (2013). Is Entrepreneurship Necessarily Good? Microeconomic Evidence From Developed and Developing Countries. *Industrial and Corporate Change, 22*(6), 1453–1495. https://doi.org/10.1093/icc/dtt005

Wang, C., Wang, D., Abbas, J., Duan, K., & Mubeen, R. (2021). Global Financial Crisis, Smart Lockdown Strategies, and the COVID-19 Spillover Impacts: A Global Perspective Implications From Southeast Asia. *Frontiers in Psychiatry, 12*, 643783. https://doi.org/10.3389/fpsyt.2021.643783

Wibowo, B. P., Olivia, S., Sodikin, A., & Fitrina, R. (2020). The Analysis of Health Alert Card (HAC) Distribution and Body-Temperature Checking Towards Customer's Satisfaction at Soekarno-Hatta Airport in Pandemic COVID-19 Era. *Advances in Transportation and Logistics Research, 3*, 302–312. https://doi.org/10.25292/atlr.v3i0.284

Widyanti, N. N. W. (2021, June 7). *Travel Corridor Bali Masuki Tahap Finalisasi Uji Coba Juli 2021*. Kompas.com. https://travel.kompas.com/read/2021/06/07/203118727/travel-corridor-bali-masuki-tahap-finalisasi-uji-coba-juli-2021?page=all

Wiltshier, F. (2011). Researching With NVivo. *Forum Qualitative Sozialforschung/Forum: Qualitative Social Research, 12*(1). https://doi.org/10.17169/FQS-12.1.1628

Xie, T., Wang, J., & Liu, S. (2021). Impact of Travel Bubbles: Cooperative Travel Arrangements in a Pandemic. *SSRN Electronic Journal*. https://doi.org/10.2139/ssrn.3876492

Yang, Y., Altschuler, B., Liang, Z., & Li, X. (Robert). (2021). Monitoring the Global COVID-19 Impact on Tourism: The COVID19tourism Index. *Annals of Tourism Research, 90*, 103120. https://doi.org/10.1016/j.annals.2020.103120

Zed, M. (2014). *Metode Penelitian Kepustakaan* (3rd ed.). Yayasan Obor Indonesia.

Zhang, A., Sun, X., Wandelt, S., Zhang, Y., Xu, S., & Shen, R. (2021). *COVID-19, Air Transportation, and International Trade in the ASEAN+5 Region* (ERIA Discussion Paper Series).