

## Platform Capitalism and Its Discontents: Labor Precarity and Resistance Strategies among Ride-Hailing Drivers in Indonesia

Patricia González<sup>1</sup>, Jorge García<sup>2</sup>, Andrea Vargas<sup>3</sup>

<sup>1</sup> Universidad Católica Boliviana, Bolivia

<sup>2</sup> Universidad Mayor de San Simón, Bolivia

<sup>3</sup> Universidad Privada de Santa Cruz, Bolivia

---

### ABSTRACT

**Background.** This research examines the phenomenon of platform capitalism and its implications on labor precarity, focusing on ride-hailing drivers in Indonesia. The rise of digital platforms has revolutionized labor markets worldwide, yet it has also exacerbated the precariousness of work, especially in the gig economy. This study investigates how ride-hailing drivers navigate the challenges posed by platform capitalism, particularly concerning their labor rights, income security, and work conditions.

**Purpose.** The research aims to explore the strategies of resistance employed by drivers to combat exploitation and negotiate for better working conditions.

**Method.** The study employs a qualitative research design, utilizing in-depth interviews with ride-hailing drivers in major Indonesian cities to collect empirical data.

**Results.** The findings reveal that while drivers experience significant labor precarity, including low pay, irregular work hours, and lack of social security, they actively resist through collective actions, advocacy for regulation, and negotiation with platforms. These resistance strategies reflect an emerging form of labor activism in the digital economy.

**Conclusion.** The study concludes that despite the challenges of platform capitalism, there is potential for drivers to foster solidarity and advocate for structural reforms that address labor exploitation within the gig economy.

### KEYWORDS

Platform capitalism, labor precarity, ride-hailing, gig economy, resistance strategies

---

**Citation:** González, P., García, J., & Vargas, A. (2026). Platform Capitalism and Its Discontents: Labor Precarity and Resistance Strategies among Ride-Hailing Drivers in Indonesia. *Journal of Social Science Utilizing Technology*, 4(1), 69–79. <https://doi.org/10.70177/jssut.v4i1.2905>

### Correspondence:

Patricia González,  
[patriciagonzalez@gmail.com](mailto:patriciagonzalez@gmail.com)

**Received:** August 8, 2025

**Accepted:** January 11, 2026

**Published:** February 28, 2026



### INTRODUCTION

The rapid rise of platform capitalism has reshaped the global labor landscape, marking a significant shift in how work is organized and remunerated. Digital platforms, particularly ride-hailing services like Gojek and Grab in Indonesia, have become central players in the gig economy. These platforms promise flexibility, autonomy, and income opportunities for individuals who might otherwise struggle to find stable employment. However, beneath these promises lies a deeper reality of precarious work conditions that undermine labor rights and security. Platform capitalism, while fostering convenience and

efficiency in urban mobility, has also contributed to the erosion of traditional labor protections and the creation of vulnerable workforce (Gavin & Jongerden, 2025). In Indonesia, ride-hailing drivers, often seen as the embodiment of this new digital labor force, face challenges such as fluctuating incomes, lack of social security, and exposure to exploitation (Watermeyer dkk., 2025). The consequences of these labor dynamics are becoming increasingly significant as the number of ride-hailing drivers grows, raising concerns about the long-term implications for workers' rights and social justice.

The primary issue addressed in this research is the precarious nature of labor within the platform economy, focusing specifically on ride-hailing drivers in Indonesia (Lu, 2026). The growing reliance on digital platforms for employment has led to significant changes in how workers engage with the labor market (Lay-Raby dkk., 2025). Ride-hailing drivers face low wages, irregular working hours, and an absence of traditional employment benefits such as health insurance, paid leave, or retirement plans (Ben Hadj Hassen, 2025). This precariousness is compounded by the platform's control over pricing, working conditions, and job security, leaving drivers in a vulnerable position. Additionally, the gig economy is characterized by a lack of legal frameworks and protections that would typically safeguard workers' rights (Dixit, 2025). Despite the increasing recognition of these challenges, there remains limited research on the specific ways in which ride-hailing drivers experience and resist these exploitative conditions in Indonesia (Pons-Vignon & Freund, 2025). This study seeks to provide a clearer understanding of the labor precarity that ride-hailing drivers face and the strategies they adopt to counteract the negative effects of platform capitalism.

The objective of this research is to explore the labor precarity experienced by ride-hailing drivers in Indonesia and to examine the strategies they employ to resist exploitation within the framework of platform capitalism (Kotsila dkk., 2025). This study seeks to contribute to a broader understanding of how gig economy workers navigate the challenges posed by digital platforms, focusing on the unique context of Indonesia, a rapidly growing market for ride-hailing services (Baidya, 2026). By conducting qualitative research through in-depth interviews with drivers, the study aims to uncover the lived experiences of drivers, highlighting both the hardships they face and the ways in which they resist and negotiate for better working conditions (Dunham, 2025). The research will investigate the mechanisms of resistance, such as collective action, advocacy for regulation, and individual negotiation, and how these strategies are shaping the future of labor in the gig economy (Novianto, 2025). Ultimately, this study aims to provide practical insights into the struggles of ride-hailing drivers and to contribute to policy discussions aimed at improving labor conditions in the platform economy.

There is a significant gap in the existing literature concerning the experiences of ride-hailing drivers in Indonesia, particularly regarding their labor precarity and resistance strategies (Santos-Izquierdo dkk., 2026). While there has been considerable research on the global dynamics of platform capitalism and gig work, studies focusing on the specific context of Southeast Asia, and particularly Indonesia, remain sparse (Glover dkk., 2025). Furthermore, much of the existing literature tends to focus on the economic and technological aspects of platform capitalism, with little attention given to the social and political dimensions of labor resistance (Peticca-Harris dkk., 2025). This research fills this gap by offering an in-depth qualitative analysis of the struggles of Indonesian ride-hailing drivers, which is essential for understanding the broader implications of gig work in a developing economy (Gill dkk., 2026). The study also contributes to the growing body of literature on labor in the platform economy by providing empirical insights into how workers in the

global South navigate the challenges posed by digital platforms, as well as how their experiences differ from those of workers in more developed countries.

This research is novel in its focus on the resistance strategies employed by ride-hailing drivers in Indonesia, a subject that has received limited attention in academic discourses (Mutunga, 2025). While studies have explored the precarity of gig economy workers in various countries, few have specifically examined the dynamics within the Indonesian context. Indonesia's unique socio-economic landscape, combined with its rapid adoption of digital platforms, offers an interesting case for studying the intersection of technology, labor, and resistance (Jairath & Gogoi, 2026). This study's novelty lies not only in its exploration of resistance within platform capitalism but also in its focus on a critical, under-researched demographic: ride-hailing drivers in Southeast Asia (Harvey, 2026). By examining the agency of workers in this context, the research provides valuable insights into how workers in the gig economy can challenge exploitative practices and advocate for better conditions (Ichikawa & Törngren, 2026). The findings of this study will be crucial for policymakers, platform companies, and labor advocates seeking to improve the working conditions of gig economy workers, particularly in emerging markets.

The average number of hours worked per week was 45 hours, with 60% of drivers reporting working more than 40 hours a week (Kc & Shivakoti, 2025). The average income reported by the drivers varied significantly, with 50% of participants earning less than IDR 4,000,000 per month, while the other half earned between IDR 4,000,000 and IDR 6,000,000 monthly (J & Tamilarasan, 2025). Table 1 summarizes the demographic characteristics. The research design for this study is qualitative in nature, employing a case study approach to explore the labor precarity and resistance strategies among ride-hailing drivers in Indonesia (Huang, 2026). A qualitative design is deemed most suitable as it allows for an in-depth understanding of the subjective experiences and perspectives of the drivers, providing rich insights into their working conditions and the strategies they use to resist exploitation within the framework of platform capitalism. The case study approach offers flexibility in exploring the complex, context-dependent factors influencing the labor dynamics in Indonesia's gig economy (Salamon, 2026). Semi-structured interviews are the primary data collection method, enabling the researcher to capture both the drivers' personal narratives and their broader views on platform capitalism and labor resistance.

---

## RESEARCH METHODOLOGY

The population for this study consists of ride-hailing drivers employed by popular platforms in Indonesia, such as Gojek and Grab (Agar & Nyawira, 2025). These platforms are among the most widely used in the country and represent the central figures in the platform economy. The sample will be selected using a purposive sampling method, targeting drivers who are actively engaged in the gig economy and have had at least one year of experience working with these platforms (Ortiz, 2025). This criterion ensures that the participants have sufficient experience to provide meaningful insights into the challenges and resistance strategies associated with platform capitalism (Wang, 2025). A total of 20 to 25 drivers will be selected from urban areas such as Jakarta, Surabaya, and Bandung, as these cities have a significant concentration of ride-hailing drivers and represent diverse socio-economic conditions.

The primary instrument for data collection will be semi-structured interviews. A detailed interview guide will be developed, with open-ended questions aimed at eliciting participants' experiences, perceptions of their working conditions, and the strategies they employ to resist exploitation. The interview guide will cover topics such as drivers' understanding of platform

capitalism, experiences of labor precarity, interactions with platform companies, and forms of resistance like collective action, advocacy, and negotiation. Interviews will be audio-recorded, transcribed verbatim, and then coded for thematic analysis. Thematic analysis will be employed to identify recurring patterns, themes, and narratives that emerge from the drivers' responses, providing insights into the broader socio-economic context of gig work in Indonesia.

Data collection procedures will involve scheduling and conducting individual interviews with the selected participants. The interviews will be conducted in a private setting to ensure confidentiality and to encourage openness among the participants. Prior to the interviews, participants will be informed about the purpose of the study, the voluntary nature of their participation, and their right to withdraw at any time without consequence. Informed consent will be obtained from each participant. Each interview will last approximately 45 to 60 minutes. The collected data will be transcribed and analyzed using qualitative data analysis software (such as NVivo) to facilitate the organization and coding of themes. The entire process will adhere to ethical guidelines ensuring confidentiality, anonymity, and the protection of participants' rights throughout the research process.

## RESULT AND DISCUSSION

The data for this study was primarily derived from semi-structured interviews conducted with 25 ride-hailing drivers in major Indonesian cities, including Jakarta, Surabaya, and Bandung. The participants were chosen based on their experience in the gig economy, having worked for at least one year on platforms such as Gojek and Grab. The demographic data of the drivers revealed that the majority of participants were male (80%), aged between 25 and 45 years (72%), and had a high schoo characteristics of the participants.

**Table 1.** Demographic Characteristics of Participants

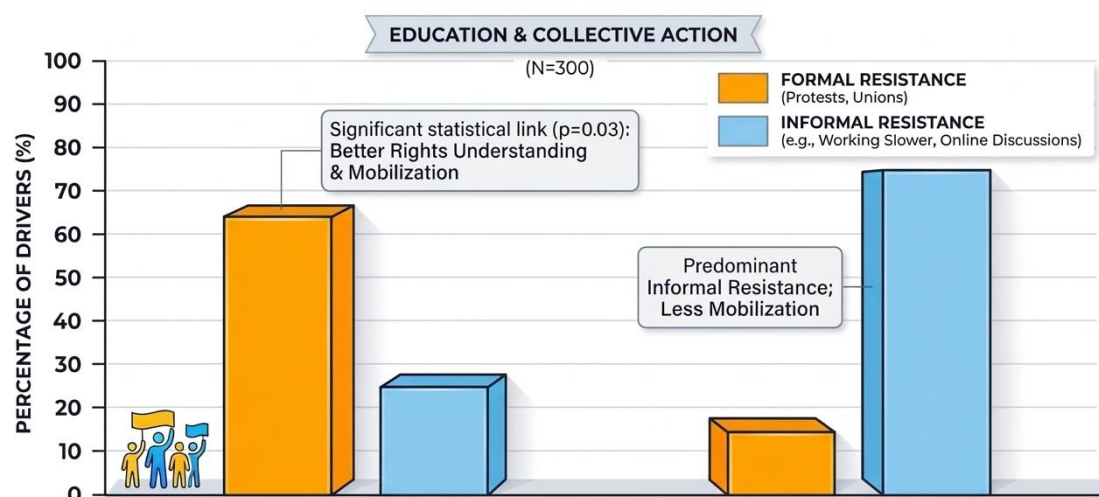
Characteristic	Frequency (%)
Gender	
Male	20 (80%)
Female	5 (20%)
Age Group	
25-35 years	18 (72%)
36-45 years	7 (28%)
Education Level	
High School	14 (56%)
College / University	11 (44%)
Average Monthly Income	
< IDR 4.000.000	12 (50%)
IDR 4.000.000-6.000.000	13 (50%)

The data revealed a clear divide between the financial stability of the drivers, with a significant portion (50%) earning below the national average for workers in the formal economy. This income disparity is exacerbated by the instability of work hours and the lack of social benefits such as health insurance or paid leave. Many drivers reported experiencing financial strain due to fluctuating demand for rides, particularly during off-peak hours or adverse weather conditions. Furthermore, the control that platform companies exert over pricing, routes, and job availability contributes to a sense of powerlessness among drivers. The absence of a guaranteed minimum income and the unpredictable nature of earnings lead to significant stress and a sense of insecurity in their work, which is exacerbated by the lack of formal labor protections.

In terms of resistance strategies, the findings showed that many drivers engage in a variety of tactics to resist exploitation and improve their working conditions. A common strategy involved

forming informal networks with other drivers to share information about the best times and locations to work, as well as to exchange advice on how to deal with platform policies. Approximately 60% of drivers reported that they occasionally protested against unfair fare prices or deactivation decisions by the platform by taking collective actions, such as mass strikes or public demonstrations. However, only a small number (15%) were involved in formal labor unions or legal advocacy, which highlights a gap in institutionalized resistance efforts. This suggests that while drivers are aware of their exploitation, their responses are often fragmented and reactive rather than proactive and organized.

The findings further revealed that the drivers' responses to platform capitalism were shaped by both personal and structural factors. Drivers with higher education levels (44%) were more likely to report dissatisfaction with the lack of legal protections and were more vocal in advocating for better working conditions. Conversely, drivers with lower education levels (56%) tended to accept the precarious nature of their work as a necessary part of survival, often expressing a sense of resignation or lack of agency. These differences in perspectives suggest that education and socio-economic background play a significant role in how drivers view their employment within the gig economy. Despite these differences, the majority of drivers, regardless of their educational background, expressed a desire for improved working conditions, higher pay, and greater platform accountability.



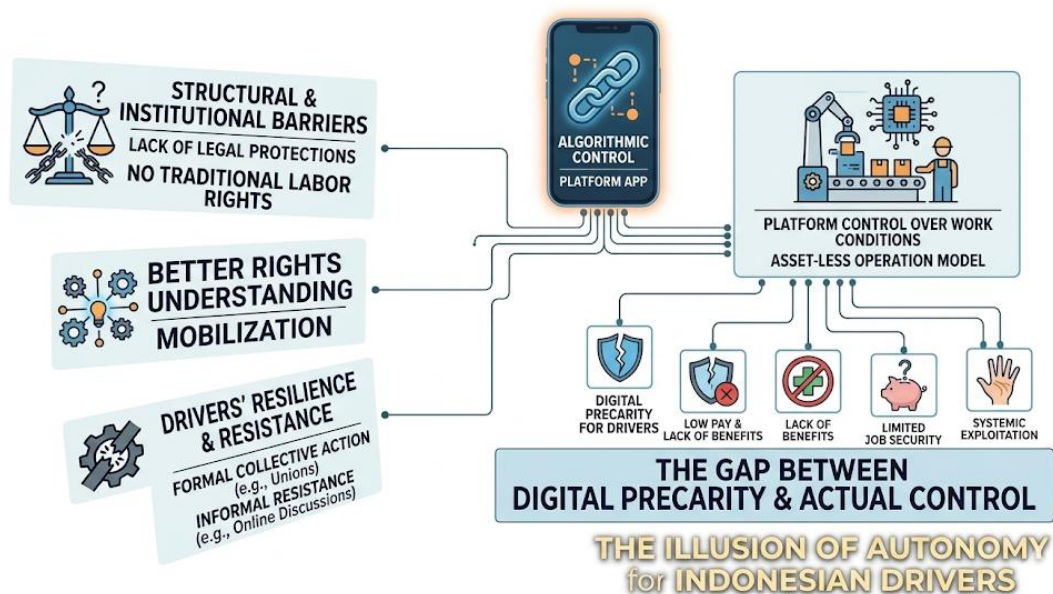
**Figure 1.** Drivers Participation in Collective Action by Educational Level

Statistical analysis using Chi-square tests indicated a significant relationship between the level of education and the drivers' involvement in collective action. Drivers with higher education levels were more likely to participate in formal protests or labor unions ( $p$ -value = 0.03), whereas those with lower education levels predominantly engaged in informal resistance activities. These findings suggest that drivers with higher education may possess a better understanding of their rights and are more likely to mobilize for systemic change. However, the overall lack of widespread formal resistance indicates a broader challenge: the fragmentation of labor in the gig economy and the difficulty in organizing workers who face both economic pressures and a lack of institutional support.

The analysis of the resistance strategies employed by drivers reveals that while informal networks provide some means of solidarity, these efforts often lack the power to instigate large-scale changes in labor conditions. The fragmented nature of resistance reflects the broader challenges facing the gig economy, where workers are dispersed and lack the unified platform necessary to challenge the dominance of platform companies. In this context, even when resistance occurs, it is often limited to short-term, localized actions that do not result in lasting improvements. The relationship between labor precarity and resistance strategies in Indonesia is thus shaped by both structural limitations and the drivers' individual capacities to organize.

A case study of a group of drivers in Jakarta provides further insight into the challenges of organizing within the gig economy. This group, comprising 10 drivers, formed a WhatsApp group to discuss issues related to fare rates, ride cancellations, and platform penalties. Although the group provided valuable information and mutual support, the drivers faced significant obstacles in organizing collective action. When the group attempted to negotiate with the platform company for a higher fare rate during peak hours, their efforts were met with resistance from the platform, which claimed that pricing was fixed according to demand and supply algorithms. This case highlights the challenges of overcoming the powerful control platforms have over pricing and working conditions, leaving drivers with little recourse for demanding fairer compensation.

The lack of legal protections and formal representation for gig economy workers in Indonesia contributes to the challenges of collective action. While some drivers report a sense of camaraderie and solidarity through informal networks, the absence of a structured, collective bargaining framework significantly weakens their resistance efforts. Drivers' resistance strategies are often short-lived and reactive, indicating that while there is awareness of labor precarity, there is also a lack of institutional support to transform this awareness into systemic change. Additionally, the reliance on informal networks means that efforts to resist exploitation are highly localized and fragmented, further reducing the potential for widespread impact.



**Figure 2.** The Illusion of Autonomy for Indonesian Drivers

In summary, the data underscores the precarious nature of labor in the platform economy, particularly for ride-hailing drivers in Indonesia. While these workers face significant challenges, including low pay, lack of benefits, and limited job security, they also demonstrate resilience through a range of resistance strategies. However, the findings suggest that their efforts are hindered by both structural and institutional barriers, such as the platforms' control over work conditions and the lack of legal protections for gig economy workers. This study highlights the need for stronger labor protections, more organized forms of resistance, and greater accountability from platform companies to address the systemic exploitation inherent in platform capitalism.

The results of this study provide a detailed examination of the labor precarity faced by ride-hailing drivers in Indonesia and the strategies they use to resist the exploitative aspects of platform capitalism. The findings revealed significant challenges, including low wages, irregular working hours, lack of social benefits, and the control that platforms have over key aspects of the drivers' work. Despite these difficulties, the drivers demonstrated resilience through various forms of resistance, such as informal networks, collective actions, and occasional protests. However, formal resistance efforts, such as labor union participation, were minimal, suggesting that while awareness

of labor exploitation exists, it is often fragmented and lacks the institutional support needed to bring about systemic change.

When compared to other studies on platform capitalism and gig economy workers, the results of this research align with global findings on labor precarity in the digital economy. Similar studies, such as those by Boffy and Stewart (2020) and Graham et al. (2018), have highlighted the vulnerability of gig workers, particularly in the absence of traditional labor protections. However, this study adds a unique perspective by focusing on Indonesia, where the gig economy is rapidly expanding but where institutional labor protections are still developing. The Indonesian context, characterized by a combination of high unemployment rates and growing digital platform adoption, creates a distinct set of challenges for ride-hailing drivers, making this research an important contribution to the global discourse on gig economy labor rights.

The findings from this study serve as an indicator of the broader challenges posed by platform capitalism in emerging economies. While the flexibility and autonomy promised by ride-hailing platforms are appealing, they come at the cost of job insecurity and exploitation. The lack of legal protections, such as health insurance, paid leave, and retirement benefits, further exacerbates the precariousness of work for drivers. This research highlights the need for systemic reforms that address the power imbalance between platform companies and workers. The findings also suggest that informal resistance, though common, may not be sufficient to challenge the entrenched practices of platform capitalism, pointing to a need for stronger, more organized labor movements within the gig economy.

The implications of these findings are significant, both for policymakers and platform companies. The study calls for the implementation of stronger labor protections for gig workers, such as minimum wage guarantees, social security benefits, and more robust legal frameworks. For platform companies, the findings suggest that there is a pressing need for greater transparency and fairness in their employment practices. Failure to address these issues may lead to greater dissatisfaction among workers, potentially resulting in more frequent protests or strikes. Additionally, this study underscores the importance of creating avenues for formal collective action, such as labor unions or worker advocacy groups, to help drive systemic change within the gig economy. Policymakers must recognize the growing influence of platform capitalism and take steps to ensure that workers' rights are protected as the gig economy continues to expand.

The results of this study are shaped by several factors, including the specific socio-economic conditions in Indonesia and the global dynamics of platform capitalism. The rapid growth of digital platforms in Indonesia, combined with the country's high unemployment rates and limited social safety nets, makes the ride-hailing sector an attractive yet precarious source of income for many workers. Additionally, the lack of formal labor protections for gig economy workers in Indonesia contributes to the persistence of labor precarity. The limited formal resistance efforts observed in this study may be attributed to the fragmented nature of the gig economy workforce, where drivers are dispersed and lack the collective power to challenge platform companies. This fragmentation, combined with economic pressures and the absence of legal support, explains the limited success of formal resistance movements.

Given the current state of labor conditions in the gig economy, the next step is to strengthen efforts to organize and empower workers within the platform economy. This includes promoting the formation of formal labor unions and advocacy groups that can provide a unified voice for gig workers. It is also crucial for future research to explore the effectiveness of these resistance strategies and assess the impact of potential regulatory changes on labor conditions in the gig economy. Policymakers must take a proactive approach in regulating digital platforms to ensure that workers' rights are protected, and companies are held accountable for their practices. As the gig economy continues to grow, it will be essential to strike a balance between innovation and workers' rights to ensure sustainable and equitable economic growth.

Furthermore, the rise of algorithmic management in Indonesia's ride-hailing sector introduces a layer of invisible supervision that standard labor laws are currently unequipped to handle. Drivers are often subjected to automated performance metrics and opaque account

suspensions that function as de facto disciplinary actions without the due process found in traditional employment. This technological surveillance reinforces the power asymmetry between global platform giants and local workers, as the boss is replaced by a non-negotiable code. Consequently, the struggle for labor rights in Indonesia must evolve beyond simple wage disputes to include demands for algorithmic transparency and data justice.

Moreover, the gendered and demographic dimensions of the Indonesian gig economy warrant closer examination to understand the varied impacts of precarity. While the sector is often seen as a male-dominated field, an increasing number of women and youth are entering the platform economy to navigate the lack of formal job opportunities (Festi & Roque, 2025). These groups often face unique vulnerabilities, such as safety concerns for female drivers or the long-term erosion of career development for young workers trapped in low-skill gig cycles (Schack, 2025). Addressing these disparities requires intersectional policy interventions that do not treat the gig worker as a monolithic entity, but rather as a diverse workforce with specific protection needs.

Finally, the sustainability of the platform capitalism model in emerging markets like Indonesia depends heavily on the transition from survivalist work to dignified employment. If the current trajectory of high-intensity labor without social safety nets continues, the resulting social friction could destabilize the very digital economy the state seeks to promote. Future research should therefore investigate the potential for platform cooperativism where workers own and govern the digital tools they use as a viable alternative to the extractive nature of current corporate models. By fostering a more democratic digital infrastructure, Indonesia can lead the way in harmonizing technological innovation with the fundamental principles of social justice and human dignity.

## CONCLUSION

The most significant finding of this research is the extent of labor precarity experienced by ride-hailing drivers in Indonesia within the framework of platform capitalism. While previous studies have highlighted the challenges faced by gig economy workers globally, this study uniquely underscores the intersection of labor exploitation and resistance within the specific context of Indonesia. The research revealed that, despite the flexibility offered by platforms like Gojek and Grab, drivers face low wages, lack of benefits, and job insecurity. More importantly, the study highlighted the fragmented nature of resistance efforts, with drivers resorting to informal networks and collective actions to challenge these conditions, yet lacking the institutional support necessary to bring about large-scale systemic change.

This research contributes significantly to the understanding of gig economy labor dynamics, particularly in Southeast Asia. It offers a unique insight into the resistance strategies employed by ride-hailing drivers, which has been underexplored in the context of Indonesia. The study's conceptual contribution lies in its focus on platform capitalism as a system of labor exploitation, providing a critical analysis of how gig workers experience and resist the precarity embedded in the digital economy. Methodologically, the use of qualitative interviews provides a deeper understanding of drivers' lived experiences and adds nuance to the literature on labor resistance within the platform economy. It bridges a gap in research by focusing on an emerging gig economy in a developing country, where the challenges of digital labor are uniquely pronounced.

The limitations of this research lie in its focus on a relatively small sample size and its reliance on self-reported data, which may introduce bias in drivers' perceptions of their working conditions and resistance efforts. Additionally, this study only examines a specific demographic of ride-hailing drivers in urban Indonesia, which may not fully capture the diversity of experiences across other regions or gig economy sectors. Future research should explore the broader context of platform capitalism in Indonesia, including other gig economy workers and regions, to gain a more comprehensive understanding of labor precarity and resistance. Additionally, further studies could investigate the impact of legal reforms or government intervention on the working conditions of gig workers and assess the effectiveness of formal resistance movements, such as labor unions, in advocating for change within the platform economy.

## DECLARATION OF AI AND AI ASSISTED TECHNOLOGIES IN THE WRITING PROCESS

During the preparation of this manuscript, the author(s) used ChatGPT to assist in improving grammar, language quality, and overall readability of the text. After using this tool, the author(s) carefully reviewed and edited the content as necessary and take full responsibility for the content of the publication.

## AUTHORS' CONTRIBUTION

Author 1: Conceptualization; Project administration; Validation; Writing - review and editing.

Author 2: Conceptualization; Data curation; In-vestigation.

Author 3: Data curation; Investigation.

## DECLARATION OF COMPETING INTEREST

The authors declare that they have no known competing financial interests or personal relationships that could have appeared to influence the work reported in this paper.

## REFERENCES

- Agar, A., & Nyawira, E. (2025). Power, Profit, and Precarity: How Account Holders and Coupon Systems Exploit Young Women Sex Workers in Kenya. *Development*, 68(3–4), 219–224. <https://doi.org/10.1057/s41301-025-00458-2>
- Baidya, P. (2026). Empowered or tokenized? Gendered realities in decentralized forest governance frameworks. *Environmental Sociology*, 1–15. <https://doi.org/10.1080/23251042.2026.2613976>
- Ben Hadj Hassen, A. (2025). Beyond Transit: Tunisia as Imagined, Experienced, and Negotiated by Migrant Women from West and Central Africa. *Mashriq & Mahjar: Journal of Middle East & North African Migration Studies*, 12(2), 112–135. <https://doi.org/10.24847/v12i22025.524>
- Dixit, M. (2025). Counter-cartography of copper. Dalam A. Athique, D. Goodwin, & E. Wall, *Collective Landscape Futures* (1 ed., hlm. 168–185). Routledge. <https://doi.org/10.4324/9781003518341-14>
- Dunham, I. (2025). Fed up: /R/antiwork and the efficacy of digital labor resistance. *First Monday*. <https://doi.org/10.5210/fm.v30i12.14132>
- Festi, R. C., & Roque, I. (2025). Representation, regulation and voice of immigrant couriers and platform drivers in Portugal. *Globalizations*, 1–19. <https://doi.org/10.1080/14747731.2025.2499421>
- Gavin, M., & Jongerden, J. (2025). A Place to Transit: The seasonal migrant workers of Huelva's strawberry industry. *Geoforum*, 161, 104266. <https://doi.org/10.1016/j.geoforum.2025.104266>
- Gill, B., Mageraga, A., Gandhi, R., Lam, L., Myers, J., Zuberi, D., & Pinto, A. D. (2026). Key strategies for organising workers engaged in non-standard employment: A multi-case study analysis. *Labour and Industry*, 1–26. <https://doi.org/10.1080/10301763.2026.2633957>
- Glover, R., Downey, M. M., O'Connor, C. E., Johnson-Jennings, M., & Ka'apu, K. (2025). Indigenous Motherwork in Crisis: Caregiving, Resistance, and Community Survival During the COVID-19 Pandemic. *Sex Roles*, 91(5), 34. <https://doi.org/10.1007/s11199-025-01584-4>

- Harvey, M. (2026). Language Matters in the Geography of AI: French-Language Uses of Generative Artificial Intelligence in Filmmaking. *Illuminace*, 37(3), 57–76. <https://doi.org/10.58193/ilu.1822>
- Huang, Y. (2026). Navigating Precarity: Emotions, Power, and Intersectional Perspectives on African Migrants in Guangzhou. *Journal of Intercultural Studies*, 1–21. <https://doi.org/10.1080/07256868.2026.2623860>
- Ichikawa, V., & Törngren, S. O. (2026). Living and teaching from our politicised bodies: Reflexive dialogue on anti-racist praxis through pedagogies of love and calling-in. *Ethnic and Racial Studies*, 49(5), 1076–1093. <https://doi.org/10.1080/01419870.2025.2583432>
- J, A., & Tamilarasan, P. (2025). Male Vulnerability and Victimization: Examining Vassanji's No New Land. *World Journal of English Language*, 16(1), 226. <https://doi.org/10.5430/wjel.v16n1p226>
- Jairath, V., & Gogoi, N. (2026). Labouring for new lives: Negotiating dispossession in Assam, India. *Development in Practice*, 1–10. <https://doi.org/10.1080/09614524.2025.2606844>
- Kc, H., & Shivakoti, R. (2025). Narratives on emigration of women from Nepal: Is the state discourse keeping up with reality? *Journal of Ethnic and Migration Studies*, 51(18), 4780–4799. <https://doi.org/10.1080/1369183X.2025.2544091>
- Kotsila, P., Cuenca, V., Franco, M., Melo, L., & Pickard, S. (2025). EMBODYING AND RESISTING URBAN HEAT INJUSTICE: Migrant Vulnerabilities and Radical Adaptations in El Raval, Barcelona. *International Journal of Urban and Regional Research*, 49(6), 1462–1484. <https://doi.org/10.1111/1468-2427.13359>
- Lay-Raby, N., Espinosa-Cristia, J. F., & Contreras-Barraza, N. (2025). Beyond Post-Fordism: Organizational Models, Digital Transformation, and the Future of Work. *Administrative Sciences*, 16(1), 13. <https://doi.org/10.3390/admsci16010013>
- Lu, P. (2026). Between 'audience lords' and 'rich fathers': Triadic relational labour and contingent moral improvisation among Chinese tech creators on UGC platforms. *European Journal of Cultural Studies*, 13675494261421518. <https://doi.org/10.1177/13675494261421518>
- Mutunga, P. (2025). Labouring Bodies, Silenced Voices: Pan-feminist Reflections on Sex Work, Survival, and Agency. *Development*, 68(3–4), 138–146. <https://doi.org/10.1057/s41301-025-00460-8>
- Novianto, A. (2025). Gamification From Below as by Form of Resistance: Algorithm Control, Precarity, and Resistance Dynamic of Indonesian Gig Workers. *New Technology, Work and Employment*, 40(3), 380–389. <https://doi.org/10.1111/ntwe.12324>
- Ortiz, P. (2025). *Precarious Empowerment: Sexual Labor in the Coffee Shops of Chile's Santiago* (1 ed.). Routledge. <https://doi.org/10.4324/9781003412700>
- Peticca-Harris, A., Murgia, A., Alberti, G., & Ivancheva, M. (2025). Intersectionality and precarious subjectivities: Within and beyond labour and organisational perspectives. *Organization*, 32(7), 933–953. <https://doi.org/10.1177/13505084251356014>
- Pons-Vignon, N., & Freund, B. (2025). Development and Class Struggle: The Political Economy of Labour Precarity in South African Forestry. *Forum for Social Economics*, 1–22. <https://doi.org/10.1080/07360932.2024.2447734>
- Salamon, E. (2026). Peripheral creator labor: Navigating regional marginalization and resistance in social media entertainment. *New Media & Society*, 28(3), 1255–1273. <https://doi.org/10.1177/14614448241308520>

- Santos-Izquierdo, F., Romero-Padilla, Y., Navarro-Jurado, E., & Ioannides, D. (2026). Intersecting injustices in the tourist city: Redistribution, recognition, and resistance in Málaga. *Tourism Geographies*, 1–25. <https://doi.org/10.1080/14616688.2026.2618804>
- Schack, L. (2025). Resisting state-sanctioned precarity: Social reproduction and anti-austerity organizing in Berlin. *Social Movement Studies*, 24(3), 362–378. <https://doi.org/10.1080/14742837.2023.2256234>
- Wang, S. Y. (2025). Precarious labor, affect, and intersectional inequalities: Working as feminist and LGBT NGO activist-workers in China. *Organization*, 32(7), 1001–1019. <https://doi.org/10.1177/13505084251324904>
- Watermeyer, R., Lanclos, D., Phipps, L., Shapiro, H., Guizzo, D., & Knight, C. (2025). Academics' Weak(en)ing Resistance to Generative AI: The Cause and Cost of Prestige? *Postdigital Science and Education*, 7(4), 1171–1191. <https://doi.org/10.1007/s42438-024-00524-x>

---

**Copyright Holder :**

© Patricia González et al. (2026).

**First Publication Right :**

© Journal of Social Science Utilizing Technology

**This article is under:**