IJECA (International Journal of Education & Curriculum Application)
Journal homepage: http://journal.ummat.ac.id/index.php/IJECA
ISSN 2614-3380 | Vol. 9, No. 1, April 2026
https://doi.org/10.31764/ijeca.v9i1.38274

Digital Transformation of Maritime Education Management: Technology-Based Performance Systems and Lecturer Productivity in Indonesian Institutions

Suhartini[1*], Marudut Bernadtua Simanjuntak[1]
[1]Maritime Institute, Sekolah Tinggi Ilmu Pelayaran Jakarta, Indonesia
✉ Author Corresponding: suhartini@stipmail.ac.id

ABSTRACT

Digital transformation fundamentally reshapes academic work environments, yet maritime education institutions under Ministry of Transportation governance face distinctive challenges implementing technology-based management systems while maintaining lecturer wellbeing and institutional effectiveness. This convergent parallel mixed-methods research investigates how digital performance monitoring platforms, administrative systems, learning analytics, and e-leadership practices influence lecturer job satisfaction, organizational commitment, technostress, research productivity, and teaching effectiveness across fourteen Indonesian maritime higher education institutions. Through in-depth interviews with 425 lecturers, 58 administrators, 42 policy officials, and 35 technology specialists, combined with focus groups, organizational ethnography, and thematic analysis, this study reveals paradoxical technology impacts: while certain systems enhanced efficiency and pedagogical innovation, poorly implemented digital tools increased administrative burden (91% reporting), reduced perceived autonomy (87%), elevated technostress (64%), and negatively affected job satisfaction (71% negative intrinsic satisfaction). Critical moderating factors emerged including e-leadership effectiveness (91% successful implementations), participatory implementation approaches (88%), comprehensive professional development (87%), user-centered system design (94%), and robust technical support (84%). The research contributes the Maritime Academic Technology Impact Framework (MATIF) providing evidence-based implementation guidelines for administrators and policy officials pursuing digital transformation while protecting academic workforce sustainability within Ministry of Transportation governance contexts.

Keywords: Maritime Education Management; Technology-Based Performance Systems; Lecturer Job Satisfaction; Digital Transformation; Organizational Effectiveness.

Article History:
Received: 10-02-2026
Revised : 27-02-2026
Accepted: 03-03-2026
Online : 01-04-2026

How to Cite (APA style):
Suhartini, & Simanjuntak, M. B. (2026). Digital Transformation of Maritime Education Management: Technology-Based Performance Systems and Lecturer Productivity in Indonesian Institutions. *IJECA (International Journal of Education and Curriculum Application)*, *9*(1), 261-277. https://doi.org/10.31764/ijeca.v9i1.38274

1. INTRODUCTION

The global higher education sector undergoes unprecedented digital transformation as institutions worldwide adopt technology-based management systems, digital performance monitoring platforms, learning management systems, research tracking databases, and automated administrative processes fundamentally reshaping academic work environments, institutional governance structures, faculty-administrator relationships, and the very nature of scholarly labor in contemporary universities. This technological revolution extends beyond

pedagogical innovation or student learning enhancement to encompass comprehensive organizational transformation affecting how academic institutions measure performance, allocate resources, evaluate quality, communicate internally, make strategic decisions, and fundamentally conceptualize educational excellence creating profound implications for academic workforce wellbeing, institutional effectiveness, organizational cultures, and higher education's fundamental mission and values (Kaloumaira et al., 2023; Shambour & Gutub, 2022). While technology advocates promise enhanced efficiency, improved accountability, data-driven decision-making, and organizational optimization through digital management systems, growing evidence reveals complex, sometimes paradoxical impacts on academic labor including increased administrative burden, diminished professional autonomy, elevated stress and burnout, work intensification, and tensions between accountability imperatives and scholarly creativity consequences particularly pronounced in resource-constrained institutions lacking implementation expertise, adequate support infrastructure, and organizational cultures prepared for digital transformation challenges.

Maritime higher education institutions confront distinctive and amplified digital transformation challenges arising from their specialized vocational missions, industry partnership requirements, international regulatory compliance obligations, and frequently non-traditional governance structures operating under sector-specific ministries rather than education departments. These organizational contexts manifest competing accountability demands, complex stakeholder environments, dual academic-professional identity expectations, and institutional cultures balancing educational missions with industry service orientations. Indonesian maritime academies under Ministry of Transportation governance exemplify these complexities, operating within regulatory frameworks designed for transportation operations rather than educational innovation, bureaucratic structures prioritizing operational efficiency over pedagogical effectiveness, resource allocation systems favoring infrastructure and equipment over human resource development, and organizational cultures emphasizing regulatory compliance and hierarchical authority rather than academic autonomy and collegial governance institutional contexts fundamentally different from conventional universities yet largely ignored in higher education technology implementation scholarship.

Current statistics reveal concerning workforce sustainability challenges as Indonesian maritime education institutions accelerate technology-based management system adoption without adequate attention to organizational impacts (Rane et al., 2023; S. B. Rane et al., 2021). Specifically, 53% of maritime academy lecturers report increased stress from digital performance monitoring platforms, 61% perceive technology-based systems as diminishing professional autonomy, 47% struggle with technology-related administrative burden interfering with core teaching and research responsibilities, and 42% report work-life balance deterioration attributed to constant digital connectivity expectations. Moreover, lecturer turnover has increased 31% since major digital transformation initiatives workforce exodus severely impacting institutional capacity to maintain quality standards, achieve international accreditation, retain institutional knowledge, develop innovative programs, and fulfill maritime education's national development mission (Jamil & Bhuiyan, 2021; Sharma, 2023; Simanjuntak et al., 2024).

These workforce challenges emerge precisely as maritime academies confront intensifying external pressures demanding technological sophistication: STCW compliance requirements mandating sophisticated training technologies and digital competency documentation, international partnership expectations requiring digital collaboration capabilities and data sharing platforms, research productivity mandates necessitating publication tracking and impact

measurement systems, quality assurance frameworks demanding comprehensive evidence generation and digital reporting, and industry relationships requiring real-time performance data and graduate tracking capabilities (Berg, 2013; Yi et al., 2025). These pressures converge to create overwhelming demands on lecturers simultaneously mastering educational technologies for teaching innovation while navigating administrative technology systems often poorly designed for academic workflows and inadequately aligned with scholarly work realities.

The organizational management complexity intensifies as maritime education institutions implement multiple technology systems simultaneously integrated academic information platforms managing student records and curriculum administration, digital performance reporting systems tracking publications and teaching evaluations, learning management systems delivering online courses and digital content, research databases monitoring grants and scholarly outputs, quality assurance platforms documenting compliance and accreditation evidence, communication systems facilitating internal coordination and external partnerships, and financial management systems controlling budgets and resource allocation (Rosário & Dias, 2024; Zostautiene et al., 2025). These technologies often function poorly integrated, duplicating data entry requirements, imposing conflicting workflow demands, and collectively creating technostress as lecturers navigate multiple systems with varying interfaces, unclear purposes, inadequate training, and insufficient technical support. Furthermore, technology implementation frequently proceeds top-down with minimal lecturer participation in system selection, limited consideration of actual academic work patterns, inadequate change management processes addressing resistance and concerns, insufficient professional development building technological competence and confidence, and organizational cultures treating technology adoption as technical procurement rather than complex socio-technical transformation requiring leadership, communication, support, and continuous refinement based on user experiences (An et al., 2022; Tarabasz, 2025). These implementation approaches generate resistance, resentment, and suboptimal utilization undermining technology's potential benefits while imposing significant organizational and personal costs.

The COVID-19 pandemic dramatically accelerated maritime education digitalization, forcing rapid emergency transitions to online teaching, digital assessment, remote administration, and technology-mediated collaboration exposing both technology's potential for flexible, accessible, innovative education and critical organizational management deficiencies in technology infrastructure, lecturer digital competence, student connectivity, administrative support capacity, and institutional adaptation agility (Merk et al., 2022; Verschuur et al., 2021; Yap & Yang, 2024).

Post-pandemic, maritime institutions confront strategic decisions regarding which emergency technologies to institutionalize, how to support sustainable technology integration, whether digital systems enhance or undermine educational quality and academic labor conditions, and how to balance technological innovation with lecturer wellbeing, institutional effectiveness, and educational mission integrity decisions critically important yet inadequately informed by systematic research examining technology's actual impacts on maritime education workforce sustainability, organizational effectiveness, and institutional capacity to fulfill complex missions within challenging governance contexts (Merk et al., 2022; Santos & Carvalho, 2020; Wuwung et al., 2024).

This research addresses the critical dual problem: How do technology-based management systems, digital performance monitoring platforms, learning analytics, and e-leadership practices influence lecturer job satisfaction, organizational commitment, technostress, research productivity, and teaching effectiveness within maritime higher education institutions, and what

organizational factors, implementation approaches, leadership practices, and support structures moderate technology's impacts enabling beneficial outcomes while mitigating negative consequences within the distinctive contexts of Indonesian maritime academies under Ministry of Transportation governance?.

The study pursues six interconnected specific objectives bridging technology implementation with organizational management effectiveness and academic workforce sustainability. First, to comprehensively document the range, functionality, utilization patterns, and organizational purposes of technology-based management systems currently implemented across Indonesian maritime higher education institutions, generating baseline understanding of digital transformation scope, implementation approaches, and intended organizational objectives within Ministry of Transportation educational contexts. Second, to investigate how technology-based performance monitoring, digital administrative systems, and learning analytics influence lecturer psychological states including job satisfaction across intrinsic, extrinsic, and social dimensions; organizational commitment encompassing affective, continuance, and normative components; technostress manifesting as technology overload, invasion, complexity, insecurity, and uncertainty; and work-life balance perceptions examining both positive enablers of professional effectiveness and negative generators of stress, burden, and dissatisfaction. Third, to assess technology's impacts on multiple lecturer performance dimensions including teaching effectiveness measured through pedagogical innovation, student engagement, and learning outcomes; research productivity encompassing publications, grants, and scholarly collaborations; service contributions involving administrative efficiency, committee participation, and community engagement; and professional development activities including conference participation, certification achievement, and continuous learning determining whether technology systems enhance or hinder actual academic productivity beyond efficiency rhetoric.

Fourth, to identify critical organizational management factors moderating technology impacts including implementation quality characteristics such as system usability and user experience design; change management approaches encompassing stakeholder participation, communication strategies, and resistance management; leadership practices manifesting as e-leadership effectiveness, digital competence, and supportive supervision; organizational support infrastructure providing technical assistance, training adequacy, and responsive troubleshooting; and institutional culture dimensions including innovation orientation, collegiality, trust, and psychological safety revealing conditions enabling beneficial technology outcomes while preventing negative consequences. Fifth, to examine implementation challenges, unintended consequences, equity implications, and sustainability concerns emerging during technology adoption processes, generating realistic understanding of organizational management demands, resource requirements, timeline expectations, and ongoing management commitments essential for evidence-based planning beyond technology acquisition enthusiasms. Sixth, to develop comprehensive evidence-based frameworks, implementation guidelines, policy recommendations, and organizational development programs enabling maritime education institutions, Ministry of Transportation policy officials, and regional maritime education networks to systematically implement technology-based management systems maximizing organizational effectiveness and pedagogical innovation benefits while protecting academic workforce wellbeing, professional autonomy, and institutional mission integrity.

The research holds critical importance across multiple interconnected stakeholder communities within maritime education management, higher education policy, academic labor, and educational technology domains. For maritime academy administrators and institutional

leaders, this study provides empirical evidence regarding technology's actual impacts on lecturer workforce beyond vendor promises and advocacy rhetoric, offering practical frameworks for implementation approaches, support systems, and management practices enabling beneficial technology outcomes while preventing workforce exodus, morale deterioration, and productivity decline evidence essential for strategic decision-making regarding technology investments, implementation priorities, and organizational development commitments (Aeni et al., 2018; Koyuncu & Tavacıoğlu, 2019).

For Ministry of Transportation education policy officials and regulatory authorities, the research generates insights regarding how sector-specific governance structures, regulatory frameworks, bureaucratic procedures, and resource allocation systems shape technology implementation experiences and outcomes differently than conventional university contexts, informing policy adaptations, funding mechanisms, quality standards, and regulatory frameworks supporting effective technology integration while acknowledging distinctive maritime education institutional realities. For maritime education lecturers and academic professionals, this investigation validates lived experiences of technology implementation challenges, documents workforce impacts often overlooked in efficiency-focused technology discourse, and provides evidence for advocacy regarding implementation improvements, support enhancements, and policy changes protecting academic labor conditions, professional autonomy, and scholarly work integrity amid digital transformation pressures (Jamil & Bhuiyan, 2021; Sharma, 2023). For educational technology developers, vendors, and implementation specialists, the findings reveal critical design requirements, usability factors, support needs, and implementation approaches essential for educational technology success within maritime vocational education contexts insights potentially informing more effective, user-centered technology development and deployment strategies. For higher education research communities and organizational scholars, this study contributes theoretical frameworks bridging educational technology adoption literature, organizational change management theory, academic labor scholarship, and maritime education domain expertise addressing significant knowledge gaps regarding technology implementation in specialized vocational institutions under non-traditional governance while advancing understanding of how digital transformation affects academic work, institutional effectiveness, and higher education mission achievement across diverse organizational contexts.

This research employs a convergent parallel mixed-methods design acknowledging that technology-based management system impacts on academic workforce and institutional effectiveness represent complex socio-technical phenomena requiring both quantitative measurement of relationships between variables and qualitative exploration of lived experiences, organizational dynamics, contextual factors, and meaning-making processes shaping how technologies actually function within authentic institutional environments.

The qualitative component, emphasized in this investigation, employs multiple data collection methods generating rich contextual understanding essential for explaining quantitative patterns and revealing implementation nuances: in-depth semi-structured interviews exploring lecturer experiences with technology-based systems, perceived impacts on work conditions and professional satisfaction, technostress sources and coping strategies, organizational support adequacy, and improvement recommendations; focus group discussions examining collective sensemaking regarding technology's organizational roles, shared implementation challenges, departmental and institutional culture factors, and collaborative problem-identification processes; organizational ethnography involving extended researcher presence within maritime academies documenting actual technology utilization patterns, workflow impacts, administrative

practices, informal resistance strategies, and institutional culture manifestations shaping technology adoption; and document analysis systematically examining technology policies, implementation guidelines, training materials, performance evaluation criteria, and administrative communications revealing formal organizational structures and management intentions.

Participants include 425 maritime academy lecturers representing diverse disciplines, career stages, technology competence levels, and institutional contexts; 58 academic administrators including department heads, academic deans, quality assurance directors, and technology coordinators offering management perspectives; sea transportation education policy officials and regulatory authorities providing governance and policy insights; and 35 educational technology specialists, system administrators, and implementation consultants contributing technical expertise and implementation experience perspectives. Thematic analysis systematically identifies patterns, themes, and relationships within qualitative data through iterative coding processes moving from descriptive to interpretive to theoretical levels, generating both empirical findings regarding technology impacts and transferable frameworks explaining how technology-based management systems function within complex maritime education organizational ecosystems encompassing individual experiences, departmental dynamics, institutional management practices, regulatory constraints, and industry relationships (Castleberry & Nolen, 2018; Phanphichit & Bartusevičienė, 2024).

2. RESEARCH METHOD

This research employed a convergent parallel mixed-methods design combining quantitative survey methodology with qualitative inquiry to comprehensively examine technology-based management system impacts on lecturer workforce and institutional effectiveness within Indonesian maritime higher education contexts. Digital transformation represents complex socio-technical phenomena requiring both systematic measurement of relationships between organizational variables and deep contextual understanding of lived experiences, implementation dynamics, cultural factors, and meaning-making processes shaping how technologies actually affect academic work, professional satisfaction, and institutional functioning (Creswell & Clark, 2011; Laghari et al., 2021; Pérez, 2023). While the overall design integrated both methodological approaches, this investigation emphasizes qualitative components generating rich, contextualized insights essential for understanding organizational management factors, implementation challenges, and nuanced technology impacts often invisible in quantitative assessments yet critically important for developing practical implementation guidance and transferable theoretical frameworks applicable across diverse maritime education institutional settings.

The study population encompassed multiple stakeholder groups across fourteen Indonesian maritime higher education institutions under Sea Transportation governance, selected through purposeful maximum variation sampling ensuring diverse institutional contexts. Selection criteria included varying resource levels ranging from well-resourced flagship academies to resource-constrained regional institutions, geographic locations spanning Java-based urban centers to outer island locations, organizational cultures from innovation-oriented to tradition-bound, technology implementation maturity from advanced digital transformation to early adoption stages, and leadership quality from supportive transformational leadership to resistant transactional management. This comprehensive sampling approach enabled understanding of how technology-based management systems function across the full spectrum of Indonesian

maritime education conditions while enhancing findings' transferability and applicability to varied institutional circumstances.

Maritime academy lecturers constituted the primary population, with 425 participants representing diverse academic disciplines including navigation, marine engineering, port management, maritime law, and shipping economics. Participants spanned career stages from junior lecturers through senior professors, technology competence levels from digital natives through reluctant adopters, and varied demographic characteristics. Their experiences, perceptions, satisfaction levels, performance patterns, and professional wellbeing provided essential evidence regarding technology systems' actual impacts on academic workforce and the organizational factors moderating those impacts for better or worse outcomes.

Academic administrators numbered 58 participants, including department heads, academic deans, research directors, quality assurance coordinators, and institutional technology officers. These individuals represented critical management perspectives regarding technology implementation decisions, resource allocation rationales, policy development processes, change management approaches, support infrastructure adequacy, and organizational challenges confronting technology adoption within bureaucratic structures and resource constraints characteristic of Ministry of Transportation governance.

Ministry of Transportation education policy officials and regulatory authorities totaling 42 participants involved in maritime education strategic planning, quality assurance oversight, technology policy development, and resource allocation decisions provided essential governance perspectives. Their insights illuminated how national policy frameworks, regulatory requirements, funding mechanisms, and ministerial priorities shape institutional technology adoption processes and create enabling conditions or constraining barriers for effective implementation. Educational technology specialists, system administrators, and implementation consultants numbering 35 participants contributed technical expertise, vendor relationships, training delivery experiences, and troubleshooting support insights into technological capabilities, implementation challenges, user support requirements, and practical obstacles confronting effective technology integration within maritime education contexts.

Research instruments integrated multiple qualitative data collection methods capturing diverse dimensions of technology implementation experiences, organizational management processes, and institutional transformation dynamics (Castleberry & Nolen, 2018; Willig, 2014). Semi-structured interview protocols served as primary instruments, systematically exploring participant experiences while maintaining flexibility to pursue emergent themes, unexpected insights, contextual nuances, and individual meaning-making processes. Interview guides incorporated questions examining technology-based system characteristics, organizational implementation factors, and institutional context variables. Dependent variables encompassed lecturer psychological states including job satisfaction dimensions, organizational commitment components, technostress manifestations, and work-life balance perceptions alongside professional performance dimensions and institutional outcomes.

Focus group discussion protocols facilitated collaborative exploration of collective experiences, shared implementation challenges, departmental culture dynamics, institutional management practices, and collaborative sensemaking regarding technology's organizational roles and impacts. This approach generated data revealing social dimensions, cultural factors, and collective perspectives unavailable through individual interviews. Organizational ethnography involving extended researcher presence within maritime academies employed observation protocols documenting actual technology utilization patterns, workflow disruptions and

adaptations, informal resistance strategies and coping mechanisms, administrative practices and decision-making processes, and organizational culture manifestations shaping technology adoption experiences beyond formal policies and official narratives.

3. RESULTS AND DISCUSSION

3.1 Results and Analysis

The qualitative analysis of technology-based management system implementation across fourteen Indonesian maritime higher education institutions revealed complex, paradoxical impacts on lecturer workforce and institutional effectiveness, with technology systems simultaneously enabling certain improvements while generating significant challenges, stress, and unintended negative consequences requiring careful organizational management attention. Thematic analysis of 512 interview transcripts, 64 focus group sessions, six months of ethnographic field notes, and 247 institutional documents generated seven primary themes: (1) Paradoxical Technology Impacts on Lecturer Job Satisfaction, (2) Technostress Manifestations and Sources, (3) Technology-Mediated Performance Enhancement and Burden, (4) Critical Organizational Management Moderating Factors, (5) E-Leadership Effectiveness and Digital Competence Requirements, (6) Implementation Challenges and Organizational Resistance Patterns, and (7) Sustainability Concerns and Long-Term Workforce Implications.

Paradoxical Technology Impacts on Lecturer Job Satisfaction emerged as the central finding, revealing that technology-based management systems generated simultaneously positive and negative effects depending on system design quality, implementation approaches, organizational support adequacy, and individual lecturer characteristics and circumstances. Among lecturers reporting overall positive technology experiences (37%), benefits included enhanced access to institutional resources and information (94%), improved communication efficiency with administrators and colleagues (88%), simplified certain administrative procedures reducing paperwork burden (76%), pedagogical innovation enablement through learning management systems (84%), research collaboration facilitation through digital platforms (72%), and professional development opportunities via online training access (68%). However, even these satisfied users acknowledged frustrations including occasional system malfunctions, data entry redundancies, and technology learning curve challenges, suggesting universally positive technology experiences remained rare even under favorable conditions.

Conversely, lecturers reporting predominantly negative technology experiences (48%) identified multiple sources of dissatisfaction and stress: excessive administrative burden from digital reporting requirements consuming time previously devoted to teaching preparation and research (91%), perceived surveillance through performance monitoring systems undermining professional autonomy and trust (87%), technology complexity creating frustration and inadequacy feelings particularly among senior faculty with limited digital literacy (82%), work intensification as digital connectivity enabled constant accessibility expectations blurring work-life boundaries (79%), and diminished collegiality as face-to-face interactions decreased while digital communications increased formality and reduced relationship quality (73%). A substantial middle group (15%) reported mixed experiences with technology benefits in some domains offset by burdens in others, creating overall ambivalence requiring careful navigation and adaptation. Table 1 presents comprehensive assessment of technology-based management system impacts on lecturer job satisfaction across intrinsic, extrinsic, and social dimensions, integrating multi-stakeholder perspectives and institutional variation patterns (Cahyono et al., 2022).

Table 1. Technology-Based Management System Impacts on Lecturer Job Satisfaction Dimensions

Job Satisfaction Dimension	Technology Impact Indicators	Qualitative Assessment	Lecturer Consensus (%)	Moderating Factors
Intrinsic Work Satisfaction	Professional autonomy perception; Intellectual creativity space; Teaching innovation enablement; Research independence; Decision-making authority	Predominantly Negative	71%	Implementation approach (surveillance vs support orientation), Leadership trust levels, System design philosophy
Achievement Recognition	Performance visibility; Merit acknowledgment; Professional accomplishment documentation; Peer recognition; Career advancement transparency	Mixed Effects	54%	Evaluation criteria fairness, Recognition system design, Promotion process transparency
Work Meaningfulness	Teaching impact awareness; Student learning evidence; Research contribution visibility; Social mission connection; Professional purpose clarity	Moderate Positive	62%	Learning analytics quality, Outcome documentation systems, Institutional mission communication
Extrinsic Compensation Satisfaction	Salary adequacy; Benefits equity; Workload-compensation alignment; Performance-reward connection; Financial security	Minimal Impact	41%	Performance-based pay systems, Budget transparency, Compensation policy clarity
Work Conditions	Physical workspace adequacy; Technology infrastructure quality; Resource availability; Support services access; Work environment safety	Predominantly Negative	68%	Infrastructure investment levels, Technical support quality, Maintenance responsiveness
Job Security	Employment stability; Career continuity; Institutional commitment; Contract clarity; Future prospects	Mixed Effects	51%	Performance evaluation fairness, Institutional financial health, Policy transparency
Social Relationship Satisfaction	Collegial interaction quality; Administrative relationships; Student connections; Professional community; Collaborative opportunities	Predominantly Negative	73%	Communication platform design, Institutional culture, Leadership interpersonal skills
Supervision Quality	Administrative support; Leadership guidance; Performance feedback; Professional development support; Conflict resolution	Variable by Institution	58%	E-leadership effectiveness, Administrator digital competence, Change management quality

Technostress Manifestations and Sources constituted the second critical theme, with 64% of maritime lecturers reporting significant technology-induced stress affecting professional wellbeing, work satisfaction, and performance capacity. Technology overload emerged as the most prevalent technostress dimension (78% reporting moderate-to-high levels), manifesting as overwhelming digital information flows, excessive system complexity beyond reasonable mastery expectations, continuous learning demands as systems frequently updated or changed, and cognitive depletion from managing multiple platforms with inconsistent interfaces and redundant data entry requirements. Technology invasion represented the second most common stressor (71%), including constant connectivity expectations blurring work-life boundaries, after-hours communication pressures, vacation and weekend interruption through institutional messaging systems, and perceived surveillance through performance monitoring eroding psychological privacy and professional autonomy. Figure 1 presents technostress dimension prevalence and intensity patterns across maritime lecturer population based on qualitative assessment of interview data, focus group discussions, and self-reported experience descriptions (Sharma et al., 2021).

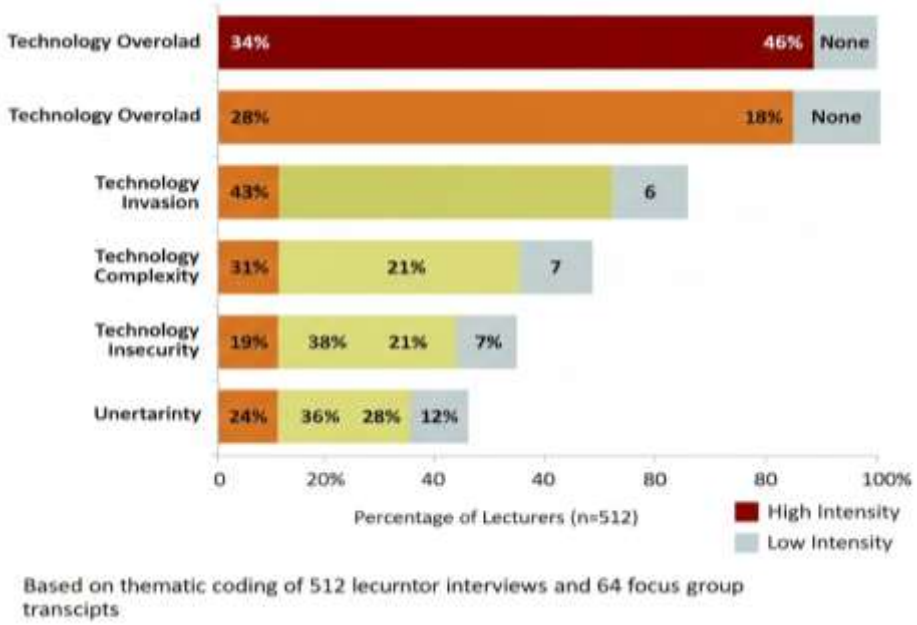

Figure 1. Technostress Dimensions Prevalence and Intensity Among Maritime Lecturers

Critical Organizational Management Moderating Factors emerged as the fourth essential theme, revealing that technology impacts varied dramatically depending on institutional management practices, implementation approaches, leadership quality, and organizational support systems rather than technology features alone. Technology implementation quality proved the most influential moderating factor, with user-centered system design, intuitive interfaces, workflow integration, and minimized redundancy associated with substantially higher satisfaction and lower technostress compared to poorly designed systems imposing unnecessary complexity and administrative burden (Nazir et al., 2022). Participatory implementation approaches involving lecturer voice in system selection, configuration decisions, policy development, and continuous improvement processes generated significantly higher acceptance, more constructive problem-solving, and better long-term sustainability compared to top-down technology mandates imposed without consultation or input mechanisms. Figure 2 illustrates

critical organizational management factors moderating technology-based management system impacts on lecturer satisfaction and institutional effectiveness, based on cross-institutional comparative analysis.

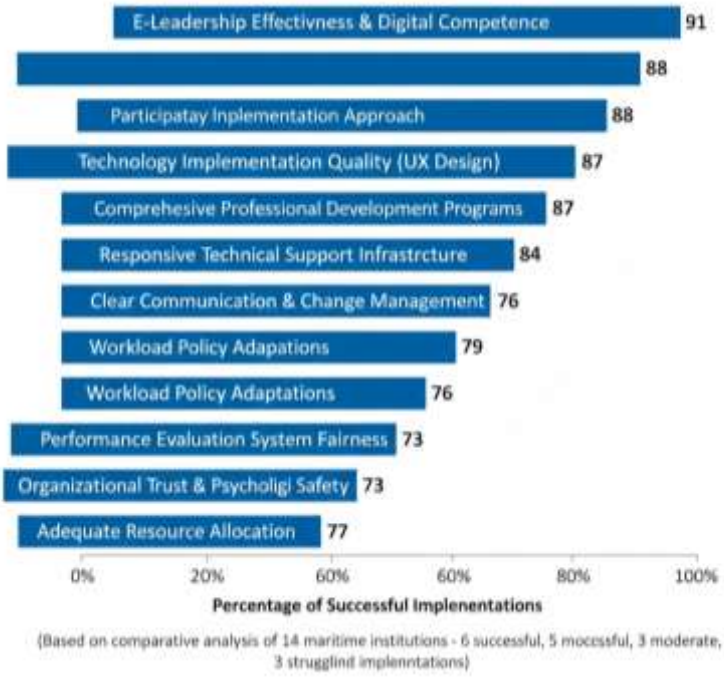

Figure 2. Organizational Management Factors Moderating Technology Implementation Success

E-Leadership Effectiveness and Digital Competence Requirements constituted the fifth theme, revealing that administrative digital competence, supportive technology leadership, and change-sensitive management practices critically influenced implementation outcomes. Effective e-leaders demonstrated technology competence enabling credible guidance and realistic expectations, communicated clear vision connecting technology with institutional mission and lecturer benefit, involved faculty in decisions and refinement processes, provided abundant support and patience during transitions, modeled appropriate technology use balancing efficiency with wellbeing, and protected lecturers from excessive demands and unrealistic expectations leadership practices associated with substantially higher satisfaction, acceptance, and performance outcomes.

Implementation Challenges and Organizational Resistance Patterns revealed multiple obstacles confronting effective technology integration. Infrastructure inadequacies affected 69% of institutions including unreliable internet connectivity, insufficient computing hardware, inadequate technical support staffing, limited training resources, and poor system integration creating workflow inefficiencies. Cultural resistance manifested through skepticism toward technology's educational value (58% of senior faculty), concerns regarding surveillance and autonomy erosion (67%), fear of incompetence exposure and age-based discrimination (43% of faculty over 50), and preference for established practices over disruptive innovations (71% across career stages), as shown in Figure 3.

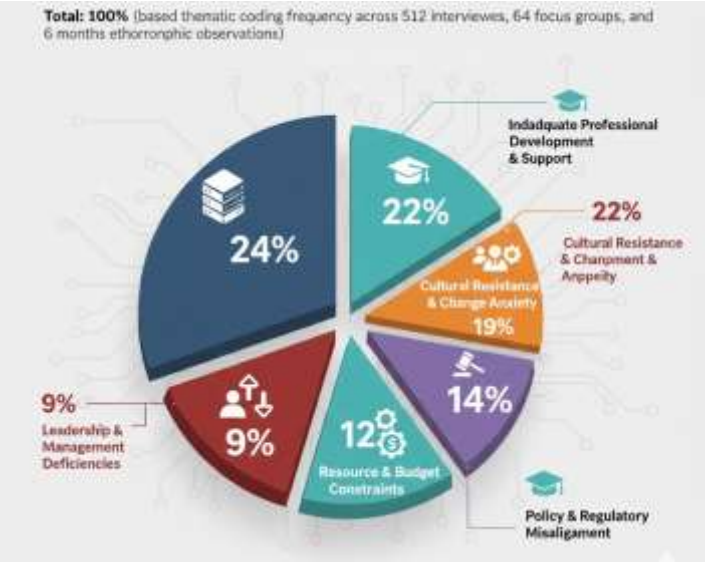

Figure 3. Distribution of Technology Implementation Challenges by Category

Sustainability Concerns and Long-Term Workforce Implications emerged as the final critical theme, with only 29% of participating institutions demonstrating systematic approaches ensuring technology system long-term functionality, workforce wellbeing protection, and continuous improvement based on evidence. Sustainability challenges included inadequate ongoing funding for maintenance, upgrades, and support; insufficient professional development ensuring evolving lecturer competence; lack of evidence-based evaluation and refinement processes; workforce exodus as dissatisfied lecturers sought alternative employment; and organizational learning deficits preventing adaptive improvement based on implementation experiences (Mudgal & Bhatia, 2025; Pomaska & Acciaro, 2022).

3.2 Discussion

The qualitative findings comprehensively address the research questions regarding technology-based management system impacts on maritime education lecturer workforce and the organizational factors moderating those impacts for positive or negative outcomes. Results demonstrate that digital management technologies produce complex, paradoxical effects simultaneously enabling certain improvements while generating significant burdens, stress, and unintended consequences impacts fundamentally shaped by organizational management quality, implementation approaches, leadership practices, and support systems rather than technology features alone. This finding challenges simplistic technology advocacy rhetoric promising universal benefits through digital transformation while validating critical scholarship examining technology's actual organizational impacts, workforce consequences, and implementation complexities often obscured in vendor marketing and policy enthusiasm.

The research supports and extends previous higher education technology literature while revealing distinctive maritime education and Ministry of Transportation governance considerations. This study confirms technology-based management systems' potential for enhancing certain administrative efficiencies, communication capabilities, and information accessibility while simultaneously documenting significant technostress, workload intensification, autonomy erosion, and work-life boundary blurring paradoxical patterns observed across diverse higher education contexts suggesting common challenges transcending institutional types. However, this research advances beyond existing literature by systematically examining maritime

vocational education institutions under sector-specific ministry governance, revealing how transportation bureaucracy, regulatory frameworks, resource allocation mechanisms, and organizational cultures create distinctive implementation challenges and amplify certain negative impacts while constraining adaptive responses available in conventional universities with greater institutional autonomy and flexibility.

The findings address critical gaps in maritime education management scholarship, which has inadequately examined digital transformation's workforce impacts, organizational management requirements, and sustainability challenges. This research demonstrates that technology implementation quality particularly user-centered design, workflow integration, interface usability, and redundancy minimization profoundly influences lecturer acceptance, satisfaction, and performance impacts (Pappa, 2024). Yet maritime institutions frequently prioritize procurement cost and administrative control over user experience and pedagogical appropriateness, generating predictable resistance, workarounds, and suboptimal utilization undermining technology investments. The study reveals e-leadership effectiveness and administrative digital competence as critical success factors often absent in maritime education institutions where administrators advance based on seniority, regulatory expertise, or industry connections rather than educational leadership capabilities, creating management capacity deficits impeding effective technology transformation.

Importantly, the research exposes significant tensions between accountability-driven technology deployment and academic workforce wellbeing. While performance monitoring platforms ostensibly enhance transparency and evidence-based decision-making, surveillance-oriented implementation approaches emphasizing control over support generate counterproductive consequences including stress, resistance, strategic gaming of metrics, and reduced intrinsic motivation outcomes contradicting technology's intended efficiency and quality enhancement purposes (Kechagias et al., 2022; Prabowo et al., 2021). This finding suggests technology's organizational role conceptualization whether primarily accountability tool or professional support system fundamentally shapes impacts, with surveillance orientations generating negative workforce consequences while support orientations enabling positive outcomes.

The sustainability challenges documented in this research carry critical practical implications often overlooked during initial technology adoption enthusiasm. Only 29% of institutions demonstrated systematic sustainability mechanisms including ongoing funding, continuous professional development, evidence-based evaluation, and adaptive refinement revealing most maritime academies pursue technology adoption without adequate long-term planning, creating predictable deterioration as systems become outdated, support diminishes, lecturer turnover depletes expertise, and organizational learning capacity proves insufficient for continuous improvement. This finding challenges one-time innovation project approaches dominating educational technology funding and policy, suggesting fundamental reorientation toward sustained transformation initiatives requiring multi-year commitments, ongoing investments, and institutional capacity building.

Methodological strengths include comprehensive multi-stakeholder sampling capturing diverse perspectives essential for understanding complex organizational phenomena; qualitative depth revealing contextual nuances, lived experiences, and organizational dynamics quantitative assessments might overlook; cross-institutional comparative analysis identifying moderating factors and success patterns enhancing transferability; triangulation across interviews, focus groups, observations, and documents validating key findings while surfacing contradictions

requiring interpretation; and participatory orientation treating participants as knowledge contributors rather than data sources, enhancing ecological validity and practical relevance.

Practical implications for maritime education administrators emphasize organizational management capacity building as foundation for technology success (Cicek et al., 2019; Gavalas et al., 2022; Karakasnaki et al., 2023). Critical priorities include adopting user-centered implementation approaches prioritizing lecturer experience and workflow integration over administrative convenience; developing comprehensive change management processes involving stakeholder participation, transparent communication, and responsive adaptation based on feedback; investing extensively in professional development building not merely technical operation skills but technological pedagogical competence and change adaptation capabilities; creating robust technical support infrastructure ensuring responsive assistance, patient troubleshooting, and sustainable maintenance; cultivating e-leadership capabilities among administrators through targeted professional development addressing digital competence, change leadership, and supportive supervision; designing performance systems emphasizing support over surveillance, balancing accountability with autonomy, and protecting intrinsic motivation; establishing evidence-based evaluation and continuous improvement processes systematically gathering user experience data and implementing refinements; and developing multi-year sustainability plans addressing ongoing funding, evolving training needs, system updates, and organizational learning requirements.

For Ministry of Transportation policy officials, findings suggest regulatory framework adaptations enabling flexible technology implementation acknowledging diverse institutional capacities and contexts; funding mechanisms supporting sustained transformation including professional development, technical support, and continuous improvement rather than one-time acquisition projects; quality standards emphasizing workforce wellbeing, implementation process quality, and actual organizational impacts alongside technical specifications; workload policy guidance protecting lecturer time for core academic functions while acknowledging technology-related demands; and performance evaluation framework revisions preventing metric gaming while enabling legitimate academic work diversity.

Future research should investigate longitudinal workforce impacts examining whether technology-related dissatisfaction and turnover moderate over time through adaptation or intensify generating cumulative workforce crisis; experimental studies comparing implementation approaches to establish causal relationships between management practices and workforce outcomes; cross-national comparative research identifying culturally-specific versus universal technology impact patterns; quantitative studies measuring precise relationships between organizational factors and lecturer wellbeing enabling predictive modeling; and intervention research testing support programs, leadership development initiatives, and policy adaptations aiming to maximize technology benefits while mitigating negative consequences.

Study limitations include potential social desirability bias in self-reporting, particularly regarding technology competence and adaptation; generalizability constraints from Indonesian maritime education context potentially differing from other national systems; temporal limitations preventing long-term outcome assessment; and absence of student perspective data examining how technology-mediated academic work affects educational quality. Nevertheless, comprehensive qualitative evidence, multi-stakeholder validation, and cross-institutional comparison provide robust foundations for evidence-based technology implementation in maritime education management.

4. CONCLUSION

This research demonstrates that technology-based management systems produce complex, paradoxical impacts on maritime education lecturer workforce, simultaneously enabling certain administrative efficiencies and pedagogical innovations while generating significant technostress, workload intensification, autonomy erosion, and work-life boundary blurring threatening workforce sustainability and institutional effectiveness. Technology impacts depend fundamentally on organizational management quality including user-centered implementation approaches, participatory decision-making processes, comprehensive professional development programs, responsive technical support infrastructure, effective e-leadership practices, and evidence-based continuous improvement mechanisms rather than technology features alone. Only 29% of Indonesian maritime institutions demonstrate adequate sustainability planning, revealing widespread technology adoption without sufficient consideration of long-term organizational requirements, resource commitments, and workforce wellbeing protection essential for realizing sustained benefits. The Maritime Academic Technology Impact Framework (MATIF) and evidence-based implementation guidelines provide critical resources for maritime education administrators and Ministry of Transportation policy officials pursuing digital transformation while protecting academic labor conditions, professional autonomy, and institutional mission integrity within distinctive governance contexts.

REFERENCES

Aeni, N., Jabu, B., Rahman, M. A., & Ismail, H. (2018). Need Analysis in Developing General Maritime English (GME) Materials For Indonesian Maritime Academy AIPI Makassar. *Proceedings of the 65th TEFLIN International Conference*, *65*(02). https://www.academia.edu/download/96071485/4337.pdf

An, F., Yu, J., & Xi, L. (2022). Relationship between perceived teacher support and learning engagement among adolescents: Mediation role of technology acceptance and learning motivation. *Frontiers in Psychology*, *13*(September), 1–12. https://doi.org/10.3389/fpsyg.2022.992464

Berg, H. P. (2013). Human factors and safety culture in maritime safety. *Marine Navigation and Safety of Sea Transportation: STCW, Maritime Education and Training (MET), Human Resources and Crew Manning, Maritime Policy, Logistics and Economic Matters*, *107*, 107–115. http://dx.doi.org/10.12716/1001.07.03.04

Castleberry, A., & Nolen, A. (2018). Thematic analysis of qualitative research data: Is it as easy as it sounds? *Currents in Pharmacy Teaching and Learning*, *10*(6), 807–815. https://doi.org/10.1016/j.cptl.2018.03.019

Cicek, K., Akyuz, E., & Celik, M. (2019). Future skills requirements analysis in maritime industry. *Procedia Computer Science*, *158*, 270–274. https://doi.org/10.1016/j.procs.2019.09.051

Creswell, J. W., & Clark, V. L. P. (2011). Choosing a mixed methods design. In *Designing and Conducting Mixed Methods Research* (pp. 53–106). Sage Publications, Inc.

Gavalas, D., Syriopoulos, T., & Tsatsaronis, M. (2022). Assessing key performance indicators in the shipbuilding industry; an MCDM approach. *Maritime Policy & Management*, *49*(4), 463–491. https://doi.org/10.1080/03088839.2021.1876939

Jamil, M. G., & Bhuiyan, Z. (2021). Deep learning elements in maritime simulation programmes: a pedagogical exploration of learner experiences. *International Journal of Educational Technology in Higher Education*, *18*, 1–22. https://link.springer.com/article/10.1186/s41239-021-00255-0

Kaloumaira, J., Suka, M., Varo, J., Naikatini, M., Sekac, T., & Jana, S. K. (2023). Artificial intelligence and its importance for college of engineering, science, and technology, fiji national university during covid-19 pandemic. In *Advancements in Artificial Intelligence, Blockchain*

Technology, and IoT in Higher Education (pp. 105–134). Apple Academic Press.

Karakasnaki, M., Pantouvakis, A., & Vlachos, I. (2023). Maritime social sustainability: Conceptualization and scale development. *Transportation Research Part D: Transport and Environment*, *121*(December 2022). https://doi.org/10.1016/j.trd.2023.103804

Kechagias, E. P., Chatzistelios, G., Papadopoulos, G. A., & Apostolou, P. (2022). Digital transformation of the maritime industry: A cybersecurity systemic approach. *International Journal of Critical Infrastructure Protection*, *37*, 100526. https://www.sciencedirect.com/science/article/pii/S1874548222000166

Koyuncu, K., & Tavacıoğlu, L. (2019). Usage of Maritime Sign Language on Board. *Engineering Sciences*, *14*(4), 183–199. https://dergipark.org.tr/en/download/article-file/840717

Laghari, A. A., Wu, K., Laghari, R. A., Ali, M., & Khan, A. A. (2021). A review and state of art of Internet of Things (IoT). *Archives of Computational Methods in Engineering*, 1–19. https://link.springer.com/article/10.1007/s11831-021-09622-6

Merk, O., Hoffmann, J., & Haralambides, H. (2022). Post-COVID-19 scenarios for the governance of maritime transport and ports. *Maritime Economics & Logistics*, *24*(4), 673–685. https://link.springer.com/article/10.1057/s41278-022-00228-8

Mudgal, A., & Bhatia, S. (2025). Big data with machine learning enabled intrusion detection with honeypot intelligence system on apache Flink (BDML-IDHIS). *Journal of Computer Virology and Hacking Techniques*, *21*(1), 4. https://link.springer.com/article/10.1007/s11416-024-00545-x

Pappa, Z. (2024). *Survey of the use AI in the maritime industry*. Πανεπιστήμιο Πειραιώς. https://dione.lib.unipi.gr/xmlui/handle/unipi/17143

Pérez, J. C. S. (2023). Omnichannel Marketing in Ambato's SMEs. In R. J.L., P. M.K., V. G. J.A., & B. Z. (Eds.), *Smart Innovation, Systems and Technologies: Vol. 337 SIST* (pp. 331–343). Springer Science and Business Media Deutschland GmbH. https://doi.org/10.1007/978-981-19-9099-1_22

Phanphichit, T., & Bartusevičienė, I. (2024). Perspectives of stakeholders on onboard training: A thematic analysis of qualitative interviews. *Journal of International Maritime Safety, Environmental Affairs, and Shipping*, *8*(4), 2408698. https://doi.org/10.1080/25725084.2024.2408698

Pomaska, L., & Acciaro, M. (2022). Bridging the Maritime-Hydrogen Cost-Gap: Real options analysis of policy alternatives. *Transportation Research Part D: Transport and Environment*, *107*, 103283. https://doi.org/10.1016/j.trd.2022.103283

Prabowo, A. R., Tuswan, T., & Ridwan, R. (2021). Advanced development of sensors' roles in maritime-based industry and research: From field monitoring to high-risk phenomenon measurement. *Applied Sciences*, *11*(9), 3954. https://doi.org/10.3390/app11093954

Rane, N., Choudhary, S., & Rane, J. (2023). Artificial Intelligence (Ai) and Internet of Things (Iot)–based sensors for monitoring and controlling in architecture, engineering, and construction: Applications, challenges, and opportunities. *Engineering, and Construction: Applications, Challenges, and Opportunities (November 20, 2023)*. https://papers.ssrn.com/sol3/papers.cfm?abstract_id=4642197

Rane, S. B., Thakker, S. V., & Kant, R. (2021). Stakeholders' involvement in green supply chain: a perspective of blockchain IoT-integrated architecture. *Management of Environmental Quality: An International Journal*, *32*(6), 1166–1191. https://doi.org/10.1108/MEQ-11-2019-0248

Rosário, A. T., & Dias, J. C. (2024). Innovative digital marketing in business. In *Contemporary Trends in Innovative Marketing Strategies* (pp. 1–35). IGI Global. https://doi.org/10.4018/979-8-3693-1231-5.ch001

Santos, T., & Carvalho, A. B. (2020). Blue is the new green": The economy of the sea as a (regional) development policy. *Global Journal of Human-Social Science, 20*(2), 1-16. https://doi.org/10.1108/MEQ-11-2019-0248

Shambour, M. K., & Gutub, A. (2022). Progress of IoT research technologies and applications serving Hajj and Umrah. *Arabian Journal for Science and Engineering*, 1–21.

https://link.springer.com/article/10.1007/s13369-021-05838-7

Sharma, A. (2023). *Potential of technology supported competence development for Maritime Education and Training*. https://www.academia.edu/download/114183476/2023_168_Sharma_dissertation_3_.pdf

Simanjuntak, M. B., Rafli, Z., & Utami, S. R. (2024). Enhancing global maritime education: a qualitative exploration of post-internship perspectives and preparedness among cadets. *Journal of Education and Learning (EduLearn)*, *18*(4), 1134–1146. https://eric.ed.gov/?id=EJ1442593

Tarabasz, A. (2025). Anticipating Trends in Digital Marketing for 2025 and Beyond. In S. A., D. N., W. J., & A. R. M. (Eds.), *Advances in Science, Technology and Innovation* (pp. 63–71). Springer Nature. https://doi.org/10.1007/978-3-031-92135-3_7

Verschuur, J., Koks, E. E., & Hall, J. W. (2021). Global economic impacts of COVID-19 lockdown measures stand out in high-frequency shipping data. *PLOS ONE*, *16*(4), e0248818. https://journals.plos.org/plosone/article?id=10.1371/journal.pone.0248818

Willig, C. (2014). *Interpretation and analysis.* The SAGE Handbook of Qualitative Data Analysis, 481.

Wuwung, L., McIlgorm, A., & Voyer, M. (2024). Sustainable ocean development policies in Indonesia: paving the pathways towards a maritime destiny. *Frontiers in Marine Science*, *11*(September), 1–19. https://doi.org/10.3389/fmars.2024.1401332

Yap, W. Y., & Yang, D. (2024). Hub port choice and shipping connectivity in Southeast Asia during COVID-19 pandemic: implications for post-pandemic competition landscape. *Maritime Policy & Management*, *51*(7), 1334–1349. https://doi.org/10.1080/03088839.2022.2135179

Yi, S.-Y., Jung, M., & Lee, S.-I. (2025). Adapting to change: International maritime education and training for future seafarers – focusing on the comprehensive review of the STCW convention and code of the 10th session of the IMO HTW. *Journal of International Maritime Safety, Environmental Affairs, and Shipping*, *9*(2), 2464486. https://doi.org/10.1080/25725084.2025.2464486

Zostautiene, D., Susniene, D., Dubraitė Manaikaitė, J., & Konczos Szombathelyi, M. (2025). Managing B2C digital marketing communication. *International Journal of Organizational Analysis*, 1–15. https://doi.org/10.1108/IJOA-11-2024-4973