

Survival Strategies Of City Transportation Drivers In Purwokerto Banyumas Regency

By

Putri Nur Aini, Lilis Siti Badriah^{*)}

Faculty of Economics and Business, Jenderal Soedirman University

^{*)}Corresponding Author : lilis.badriah@unsoed.ac.id

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ABSTRACT

According to the Central Statistics Agency (2017), the proportion of workers in the Indonesia's informal sector is 57.03 percent in 2017. One of the jobs in the informal sector is city transportation drivers. Purwokerto has a population of 263,501 people in 2017 spreading across four sub-districts. Population needs for transportation are served by city transportation. The existence of the Trans Jateng bus and the growing development of on-line transportation services have reduced consumer demand for urban transportation services. As a consequence, it had an impact on the income of city transportation drivers. This study aimed to analyze the income and consumption, the welfare of life, and survival strategies of city transportation drivers in Purwokerto in meeting their family needs. The total sample of 78 respondents was selected randomly. The analytical methods used in this study were tabulation, Average Propensity to Consume analysis, comparison between income and Decent Standar of Living in Banyumas Regency, and survival strategies using coping strategies. The results indicated that 51.3 percent of respondents had basic income smaller than other income; the basic income of 89.74 percent of respondents had not been able to meet family consumption, but based on family income, it was obtained that 69.23 percent of respondents has been able to meet family consumption; both of basic income and family income of the majority of drivers have not been able to meet a Decent Standard of Living; the survival strategies used by the respondents were active, passive, and network strategies. This study implies that the Regional Government needs to adopt a policy that supports the city transportation drivers in the form of limiting the number of on-line transportations and monitoring the red zones as well as regulating the Trans Jateng Bus lane so that it may not have a negative impact on the city transportation.

Keywords : Basic Income, Family Income, Decent Standard of Living, Survival Strategies, Coping Strategies

ABSTRAK

Menurut Badan Pusat Statistik (2017), pada tahun 2017 proporsi tenaga kerja di sektor informal Indonesia sebesar 57,03 persen. Salah satu pekerjaan di sektor informal adalah pengemudi angkutan kota. Purwokerto memiliki jumlah penduduk 263.501 jiwa pada tahun 2017 yang tersebar di empat kecamatan. Kebutuhan penduduk terhadap transportasi di wilayah kota dilayani oleh angkutan kota. Dengan adanya bus Transjateng

dan semakin berkembangnya pelayanan on-line dengan teknologi digital menyebabkan berkurangnya permintaan konsumen terhadap jasa angkutan kota. Hal ini berdampak terhadap pendapatan pengemudi angkutan kota tersebut. Penelitian ini bertujuan untuk menganalisis pendapatan dan konsumsi, kesejahteraan hidup, dan strategi bertahan hidup pengemudi angkutan kota di Purwokerto dalam memenuhi kebutuhan keluarganya. Jumlah sampel sebanyak 78 responden dipilih secara acak. Metode analisis yang digunakan adalah tabulasi, analisis Average Propensity to Consume, perbandingan pendapatan terhadap pendapatan standar KHL Kabupaten Banyumas, dan strategi bertahan hidup menggunakan strategi coping. Hasil penelitian menunjukkan: 51,3 persen responden memiliki pendapatan pokok lebih kecil dibandingkan pendapatan lain; pendapatan pokok dari 89,74 persen responden belum dapat memenuhi konsumsi keluarga, tetapi jika dilihat dari pendapatan keluarganya diketahui 69,23 persen mereka sudah dapat memenuhi konsumsi keluarga; pendapatan pokok maupun pendapatan keluarga mayoritas pengemudi belum dapat memenuhi standar hidup layak; strategi yang digunakan untuk bertahan hidup yaitu strategi aktif, strategi pasif, dan strategi jaringan. Implikasi penelitian ini adalah Pemerintah Daerah perlu melakukan kebijakan yang berpihak kepada pengemudi angkutan kota berupa pembatasan jumlah transportasi on-line dan pengawasan zona merah serta pengaturan jalur Bus Trans Jateng agar tidak terlalu berdampak buruk bagi angkutan kota.

Kata Kunci: Pendapatan Pokok, Pendapatan Keluarga, Kebutuhan Hidup Layak, Strategi Bertahan Hidup, Strategi Coping

INTRODUCTION

Indonesia as a developing country has a fairly high population growth rate each year. According to World Bank data for 2018, Indonesia had a population of 261,115,456 people in 2016 with a population growth rate in 2010 - 2016 of 1.36 percent. This can lead to problems such as a large number of the labor force that can cause unemployment if it is not matched by the provision of employment.

Employment is grouped into two sectors namely the formal sector and the informal sector. The informal sector can be interpreted as a business unit that receives no or very little formal economic protection from the government, while the formal sector is the sector that receives official economic protection from the government (Mulyadi, 2003). High population growth rates cause excess labor force that is not accommodated in the formal sector. This excess labor is accommodated in the informal sector with low productivity that is subsistence, which is only to maintain life. This condition is due to the fact that the majority of the informal sector has a low production capacity in capital fertilization and its investment is weak. In addition, excess labor force who are not accommodated in the formal sector are workers with the characteristics of unskilled labor who cannot meet the qualifications of workers required for the formal sector. The excess labor force in the informal sector with low productivity cause wages in the informal sector to be lower (Mankiw, 2013).

According to data from the Central Statistics Agency (2017), the majority of Indonesia's workers in 2017 works in the informal sector. This can be seen in Table 1 that 57.6 percent of the population work in the informal sector in August 2016. In February 2017, the percentage increases by 0.75 percent to 58.35 percent. In August 2017, although the percentage of the population working in the informal sector declines, the proportion is relatively large at 57.03 percent.

Table 1. Percentage of Working Population by Formal and Informal Sectors in Indonesia, August 2016 – August 2017

| Year | Percentage of Working Population | |
|---------------|----------------------------------|----------|
| | Formal | Informal |
| August 2016 | 42,4 | 57,6 |
| February 2017 | 41,65 | 58,35 |
| August 2017 | 42,97 | 57,03 |

Source: Central Statistics Agency, 2017

One of the jobs in the informal sector is the field of transportation. Public transportation is a basic necessity of social life and economic growth. One type of public transportation is city transportation. Purwokerto is the capital of Banyumas Regency, Central Java, with a population of 263,501 people spreading across 4 sub-districts in 2017 (Dindukcapil, 2017). Population needs for transportation in urban area are served by city transportation of 344 vehicles. Data on the number of city transport vehicles in Purwokerto, Banyumas Regency can be seen in Table 2. Table 2 describes that the number of city transportation experiences a significant increase from 1980 to 2007. From 2008 to 2018, there are 4 additional vehicles used as backup vehicles when the 340 vehicles are not operating due to damage.

Table 2. Number of City Transportation Vehicles in Purwokerto, Banyumas Regency in 1980-2018 (Unit)

| Year | Number of Vehicles |
|-------------|--------------------|
| Early 1980 | 50 |
| End of 1981 | 150 |
| 1982 | 200 |
| 1991 | 250 |
| 1992-2004 | 300 |
| 2005-2007 | 340 |
| 2008-2018 | 344 |

Source: KOPATA Purwokerto, 2018

The city transportation drivers in Purwokerto are generally people who find it difficult to get a job, especially in the formal sector. Therefore, they are looking for job in the informal sector, which is to become city transportation drivers to meet their family needs. The number of transportation routes in Purwokerto is 29 routes operating daily in 4 sub-districts of Purwokerto.

The route is divided into two, namely busy route and deserted route. Busy routes are crowded routes as they connect schools, markets, shops, offices, and other crowded locations, while deserted routes are routes with fewer passengers due to less crowded locations along these routes. Previously, such conditions caused differences in the amount of income and welfare of city transportation drivers, but this does not currently lead to differences in income and welfare due to a decrease in the public interest in city transportation in Purwokerto. According to Edi Sunarto, management of Purwokerto City Transport Drivers Association (PPA Purwokerto), the public demand in using public transportation is decreasing due to credit with low down payment and demand in purchasing private vehicles and changes in the people’s mindset to the use of city transportation. In addition, the increase in new roads not included in city transportation routes has led people to choose other types of transportation. Moreover, there are new competitors, namely online application-based transportation that has begun operating in Purwokerto since 2017. Besides that, the use of smartphones by the public can affect the decline in community mobility causing reduction in the number of public transportation passengers.

Based on the explanation above, the income of city transportation drivers is uncertain and tends to decrease, thus affecting on their ability to meet the family consumption needs of city transport drivers. In these uncertain conditions, a city transportation driver should seek efforts or strategies to

help meet consumption needs. According to Sukirno (2013), the income earned by informal sector workers is generally relatively smaller than the formal sector. This income will affect the pattern of family consumption, namely the expenditure value spent by households to purchase various types of needs in one given year. The greater the family income, the greater the amount of expenditure. This also applies to the opposite condition. If the income earned is smaller than the expenditure, then the family will face the challenge of how to arrange strategies for survival. Snel and Staring (Resmi, 2005) state that a survival strategy is a series of actions that are selected by default by individuals and middle to lower socio-economic households. The strategy undertaken by a person can be to increase income through the use of other sources or reduce expenditure by reducing the quantity and quality of goods or services. In addition, multiple subsistence patterns (sources of more than one income) can also be applied in a survival strategy.

Seeing this phenomenon, the researcher was interested to conduct a study on income, consumption, and survival strategies of city transportation drivers in Purwokerto, Banyumas Regency. The research questions are: (1) Is the income of urban transport drivers in Purwokerto able to meet their consumption needs? (2) Does the income of urban transport drivers meet the Decent Standard of Living? (3) What is the survival strategy employed by the city transportation driver?

Therefore, the purpose of this study was to analyze the income and consumption of city transport drivers, to analyze the ability of income to meet Decent Standard of Living and to analyze the survival strategies of city transport drivers in meeting their family needs.

METHOD

This type of this study was survey research conducted at Bulu Pitu Terminal Purwokerto, city transport bases in Tanjung area, City Park, Wage Market, Kebon Dalem area, and Karanglewas Market. The reason for selecting these locations was because they were a gathering point for city transportation in Purwokerto, Banyumas Regency. The study was conducted in August 2018.

The scope of this study included income of city transportation drivers and other income outside the job, as well as the survival strategies used by the drivers to meet the economic needs of the family.

The types of data used in this study were primary data and secondary data. Primary data were obtained directly from the field by interviewing the respondents, while secondary data were obtained from documents and data held by KOPATA Purwokerto, Transportation Department of Banyumas Regency, BPS of Banyumas Regency, and literature. Data collection techniques were questionnaire, interview, and documentation study.

The population of this study was the total number of city transportation drivers in Purwokerto City area registered at the Banyumas Regency Transportation Department. The population was 340 drivers.

Based on the population, sampling was carried out using probability sampling method or Randomly Sampling Method. In all probability sampling, the sampling method was carried out randomly, meaning that all objects or elements of the population have the same opportunity to be selected as a sample (Sugiyono, 2013). Determination of sample size in this study used the Slovin method:

$$n = \frac{N}{1 + Ne^2}$$

Where:

- n = Sample size
- N = Number of population
- e = Error tolerance

The acceptable tolerance value in this study was 10% of the population, thus the sample size was:

$$n = \frac{340}{1 + 340 (0,1)^2}$$

$$n = \frac{340}{1 + 340 (0,01)}$$

$$n = \frac{340}{1 + 3,4} = \frac{340}{4,4}$$

$$n = 77,27 \text{ rounded up to } n = 78 \text{ city transportation drivers}$$

Data Analysis Techniques used in this study were:

(1) Income Analysis

To analyze the income of city transportation drivers and other income outside the city transportation business, it was used tabulation analysis using Microsoft Excel 2010 software so that it was easy to understand and present.

To find out the family income of city transportation drivers, all sources of income earned were added using the following formula:

$$TP = PP + PL$$

Description:

TP = Total Income

PP = Basic Income

PL = Other Income

(2) Analysis of Consumption Need Fulfillment

To analyze the income of city transportation drivers in Purwokerto in meeting their family consumption needs, it was used Average Propensity to Consume Analysis (Gilarso, 2004), with the following formula:

$$APC = \frac{C}{Y}$$

C = family consumption per month

Y = family income per month

Assessment criteria of APC were:

APC > 1 Means that expenditure is greater than income and there is no excess income to save. Income has not been able to meet consumption needs.

APC = 1 Means that expenditure is equal to income so that income has only been able to meet consumption needs.

APC < 1 Means that income has been able to meet consumption needs and there is excess income to save.

(3) Analysis of DSL

To analyze the ability of family income of city transportation drivers in Purwokerto to meet the Decent Standard of Living (DSL), per capita income of the city transportation drivers per month was compared to the Decent Standard of Living (DSL) in Banyumas Regency. The DSL in 2016 set out by the Banyumas Regency Government was Rp 1,336,821.00. To find out per capita income of city transportation drivers, total income was divided by the number of dependent family members using the following formula:

$$P_{\text{per kapita}} = \frac{PT}{JTK}$$

Description:

$P_{\text{per capita}}$ = Income of family members

PT = Total income

JTK = Number of dependent family members

Assessment criteria of DSL were:

$P_{\text{per capita}} < \text{DSL}$ Means that the driver's income has not met the Decent Standard of Living.

$P_{\text{per capita}} \geq \text{DSL}$ Means that the driver's income has met the Decent Standard of Living.

(4) Survival Strategy

Snel and Staring in Resmi (2005) stated that the survival strategy is a series of actions that are chosen standardly by individuals and households from the middle to lower socio-economic level.

To find out the survival strategies used by city transportation drivers, it was used coping strategy. Coping strategy is a process in which one tries to regulate the differences received between desires and income that are assessed in an event or a stressful situation (Hawari, 2006). This is in accordance with Sarafino (2012) explaining that coping is an individual process to regulate the differences received between demands and resources that are assessed in a stressful situation.

The coping strategy used in this study was a coping strategy according to Suharno in Brata (2003) because the coping strategy was intended to overcome economic problems. Data collection techniques were carried out by direct interview with respondents based on the list of questions or questionnaires provided. The choices of answers to the survival strategy questions were grouped according to their categories, namely active, passive, and network strategies. Suharno stated that coping strategies in dealing with economic shock and pressure can be carried out in 3 methods, namely:

- a. Active strategy is a strategy that optimizes all the family potentials. For example, doing their own activities, extending work hours, utilizing sources or wild plants in the surrounding environment, and so on.
- b. Passive strategy is to reduce family expenses. For example, costs for clothing, food, education, and so on.
- c. Network strategy is to establish relationship with others. This can be carried out by establishing relationship, both formal and informal with social and institutional settings. For example, borrowing money from neighbors, indebted to stall, being beneficiary of poverty programs, borrowing money from banks, and so on.

RESULT AND DISCUSSION

Analysis of Respondent's Income

The respondent's income in this case was the income earned by city transportation drivers. The average income of 78 respondents sourced from the income of city transportation drivers per month was Rp 1,347,885.00. The number of drivers with below average income was 17 respondents or 21.8 percent. Most drivers worked 5 days per week and earned from Rp. 25,000.00 to Rp. 45,000.00 per day. While the number of drivers with above average income was 61 people or 78.2 percent. Most drivers with above average income worked 6 days per week and earned from Rp50,000.00 to Rp100,000.00 per day. The data showed that the majority of respondents had above average basic income of all city transportation drivers.

Non-city transportation income or other income of city transportation drivers was sourced from business income or side business income, income of working wives, and income of adult child given to parents. Based on research data, it can be determined that the average other income of city transportation drivers was Rp.1,618,269.00. The number of city transportation drivers with below average other income was 51 respondents or 65.38 percent. While the number of city transportation

drivers with above average other income was 22 respondents or 28.21 percent. Then, the number of city transportation drivers with no other income was 5 respondents or 6.41 percent.

The difference in the amount of other income was affected by work or side business and wife's income, while the income of adult child given to parents did not have an effect because it was based on the adult child's intention to give a portion of their income to parents, not the type of work. The data showed that the majority of respondents had below average other income.

Basic income plus other income equals family income. The average family income of city transportation drivers in Purwokerto was Rp.2,966,154.00. The number of city transportation drivers with below average family income was 58 respondents or 74.36 percent, while the number of city transportation drivers with above average family income was 20 respondents or 25.64 percent. The data showed that most respondents had below average family income.

Furthermore, based on research data, it can be seen that the number of respondents with other income greater than the income as city transportation drivers was 40 respondents or 51.3 percent. This meant that other income of respondents sourced from side job income, income of working wife, and adult child assistance was greater than the basic income as city transportation drivers in Purwokerto.

Family Consumption of Respondent

The amount of family consumption in this study was the amount of expenditure used by households to meet their daily needs, both food and non-food needs per month.

Based on research data, it can be seen that the lowest average consumption expenditure was Rp.1,682,261.00 by 37 respondents or 47.44 percent, and the highest average consumption expenditure was Rp.9,322,249.00 by 1 respondent or 1.28 percent. The respondent was a driver and owner of several city transportation fleets. Therefore, the respondent had a lot of expenses, especially for vehicle repairs and installments every month. Then, the number of respondents with below average consumption was 44 respondents or 56.4 percent, and the number of respondents with above average consumption was 34 respondents or 43.6 percent.

To determine the ability of family income of city transportation drivers in Purwokerto to meet the family consumption needs, it was used APC (Average Propensity to Consume) analysis by comparing between the amount of family consumption and basic income, then comparing between family consumption and family income. Three possibilities may occur from the APC value; first, APC value is greater than 1, meaning that consumption is greater than income or income cannot meet consumption needs. Second, APC value is equal to 1 meaning that consumption is equal to income. Third, APC value is less than 1 meaning that income can meet consumption needs and can even be used for savings. The results of APC analysis by comparing between family consumption and basic income can be seen in Table 3.

Table 3. APC Data of Comparison Between Family Consumption and Basic Income of City Transportation Drivers in Purwokerto, Banyumas Regency, August 2018

| No. | Criteria | Number of Respondents (Respondent) | Percentage (Percent) |
|-------|----------|---------------------------------------|-------------------------|
| 1. | APC < 1 | 8 | 10.26 |
| 2. | APC = 1 | 0 | 0 |
| 3. | APC > 1 | 70 | 89.74 |
| Total | | 78 | 100.00 |

Source: Primary Data Processed, 2018

Based on the data in Table 3, it can be seen that of 78 respondents, 70 respondents or 89.74 percent have APC value greater than 1, meaning that the basic income can not meet their family consumption needs. Whereas 8 respondents have APC value less than 1, meaning that the basic income can meet their family consumption needs and there is excess income to save.

Furthermore, APC by comparing between family consumption and family income can be seen in Table 4. Based on the data in Table 4, it can be seen that of the 78 respondents, 54 respondents or 69.23 percent have APC value of less than 1, meaning that the family income of city transportation drivers can meet consumption needs and there is excess income to save. This is because they have other income and basic income to meet consumption needs. Then, 24 respondents or 30.77 percent have APC value greater than 1, meaning that the family income of city transportation drivers cannot meet consumption needs. This shows that the majority of the family income of city transportation drivers can meet the family consumption needs per month.

Table 4. APC Data of Comparison Between Family Consumption and Family Income of City Transportation Drivers in Purwokerto Banyumas Regency, August 2018

| No. | Criteria | Number of Respondents (Respondent) | Percentage (Percent) |
|-----|----------|---------------------------------------|----------------------|
| 1. | APC < 1 | 54 | 69.23 |
| 2. | APC = 1 | 0 | 0 |
| 3. | APC > 1 | 24 | 30.77 |
| | Total | 78 | 100.00 |

Source: Primary Data Processed, 2018

Based on research data regarding the consumption of the driver's family, it can be seen that that 56.4 percent of the family consumption of city transportation drivers in Purwokerto is below the average consumption of all drivers. The results of APC calculation based on a comparison between family consumption and basic income indicate that 89.74 percent of urban transport drivers in Purwokerto have a basic income that cannot meet their family's consumption needs. If APC is calculated based on a comparison between family consumption and basic income plus income from other sources, the result indicates that 69.23 percent of the family income of the drivers is sufficient to meet family consumption needs, but the remaining 30.77 percent of drivers cannot meet the family consumption needs.

Decent Standard of Living of Respondent

The analysis of Decent Standard of Living in this study was carried out by comparing per capita income of city transportation drivers and DSL set out by the Banyumas Regency government. The DSL set out by the Banyumas Regency Government in 2016 was Rp.1,336,821.00. In this study, two DSL calculations were carried out, namely based on basic income and family income.

There were two possibilities from the first calculation, namely if per capita income of the city transportation drivers sourced from the basic income is less than DSL, then the drivers are unable to meet the Decent Standard of Living and if per capita income of the city transportation drivers sourced from basic income is greater or equal to DSL, then the drivers are able to meet the Decent Standard of Living. In the second calculation, if per capita income of city transportation drivers sourced from family income is less than DSL, then the drivers are unable to meet the Decent Standard of Living and if per capita income of city transportation drivers sourced from family income is greater or equal to DSL, then the drivers are able to meet the Decent Standard of Living.

Based on research data, it can be seen that the average per capita income based on respondents' basic income was Rp472,149.00 and the number of respondents with above average per capita income was 53 respondents or 67.9 percent. Then, the number of respondents with below average per capita income was 25 respondents or 32.1 percent. The lowest per capita income was Rp138,000.00 and the highest per capita income was Rp.1,350,000.00.

Furthermore, data on per capita income based on basic income when compared to the DSL value can be seen in Table 5. Based on Table 5, it can be seen that of 78 respondents, 77 respondents or 98.7 percent have income smaller than DSL. While 1 respondent or 1.3 percent has income greater than

DSL, the respondent only has 1 family dependent because he is not married. Based on the results of this study, it can be said that the basic income of city transportation drivers has not been able to meet the Decent Standard of Living.

Table 5. Data of Comparison Between DSL and Basic Income of City Transportation Drivers in Purwokerto Banyumas Regency, August 2018

| No. | Criteria | Number of Respondents (Respondent) | Percentage (Percent) |
|-----|--------------|---------------------------------------|-------------------------|
| 1. | Income < DSL | 77 | 98.7 |
| 2. | Income ≥ DSL | 1 | 1.3 |
| | Total | 78 | 100.00 |

Source: Primary Data Processed, 2018

Furthermore, data on the per capita income of city transportation drivers per month based on family income shows that the average income is Rp979,681.00. The number of respondents with above average per capita income is 23 respondents or 29.5 percent, while the number of respondents with below average per capita income is 55 respondents or 70.5 percent. The smallest per capita income is Rp372,500.00 and the highest per capita income is Rp7,386,667.00.

The comparison data between per capita income based on family income and DSL value can be seen in Table 6.

Table 6. Comparison Data Between DSL and Family Income of City Transportation Drivers in Purwokerto Banyumas Regency, August 2018

| No. | Criteria | Number of Respondents (Respondent) | Percentage (Percent) |
|-----|--------------|---------------------------------------|-------------------------|
| 1. | Income < DSL | 70 | 89.74 |
| 2. | Income ≥ DSL | 8 | 10.26 |
| | Total | 78 | 100.00 |

Source: Primary Data Processed, 2018

Based on data in Table 6, it can be seen that of 78 respondents, 70 respondents or 89.74 percent have income smaller than DSL. While 8 respondents or 10.26 percent have income greater than DSL. Based on these results, it can be said that the income of city transportation drivers in Purwokerto, both in terms of basic income and family income, cannot meet Decent Standard of Living. This is in accordance with Sukirno (2013) stating that the income of the informal sector is generally relatively small.

Survival Strategy of Respondent

Based on the results of this study, it can be seen that 51.3 percent of respondents had basic income smaller than income from other sources. Although most respondents indicated that their income was able to meet their family consumption, but it did not meet the Decent Standard of Living, both based on basic income and family income. This situation required the city transportation drivers to carry out strategies to survive in order to achieve a Decent Standard of Living.

Based on the analysis results of survival strategies (coping strategies), the city transportation drivers in Purwokerto, in dealing with economic shocks and pressures, implemented 3 coping strategies, namely active strategy, passive strategy, network strategy.

a) Active Strategy

Active strategy is a strategy that optimizes all the family potential, such as having a side job, extending work hours, doing their own work without the help of others, working family members, and utilizing natural resources owned to make ends meet. Data on the results of active strategy used by city transportation drivers in Purwokerto, Banyumas Regency can be seen in Table 7.

Table 7. Active Strategies Used by City Transportation Drivers in Purwokerto, Banyumas Regency, August 2018

| No. | Active Strategy | Number of Respondents (Respondent) |
|-----|---|------------------------------------|
| 1. | Has a side job | 28 |
| 2. | Working family members | 65 |
| 3. | Extend work hours | 68 |
| 4. | Has land/garden/field | 2 |
| 5. | Utilize natural resources for daily needs | 2 |

Source: Primary Data Processed, 2018

Based on research data in Table 7, it can be seen that 28 respondents have side jobs. The side jobs are car wash employee, chartered driver, land broker, builder, gardener, parking attendant, conventional motorcycle taxi driver, and trader. In accordance with data of income and family consumption of city transportation drivers, the side jobs can increase income and meet family consumption needs of the drivers in Purwokerto. The results of this study are in accordance with the studies conducted by Widodo (2011) and Irwan (2015) that dual income pattern strategy can be used to overcome the problem of family income.

The next strategy is working family members to meet family consumption needs. The number of respondents using this strategy is 65 respondents. This strategy is widely used by respondents because their wives are able to work and have the willingness to increase family income. Then, they expect that their adult children who have graduated from school can help increase family income, but the adult children's income is not always given to parents and they earn the same amount of income every month.

Furthermore, 68 respondents use an active strategy by extending work hours in order to increase their income. The result of this study is in accordance with Jaiyebo's study (2003). The city transportation drivers working for 5 days a week have less income than those working for 6 days a week, thus most city transport drivers prefer to work 6 days a week. Regarding the utilization of natural resources, only 2 respondents own land and utilize natural resources for their daily needs. Based on this result, it can be concluded that the most dominant active strategy used by the city transportation drivers is to extend work hours, utilize the family potential to work, and have side jobs. The result of this study is in accordance with the studies conducted by Jaiyebo (2003), Widodo (2011), Kristianti, Kusai, & Bathara (2014), Irwan (2015), and A.P. Sumrah (2015).

This active strategy reinforces the research findings that if they only rely on income from main job as city transportation drivers, then most of them are unable to meet their consumption, but if they receive support from the income of family members, then they are able to meet family consumption needs even though most of them remain unable to meet the Decent Standard of Living of Banyumas Regency.

b) **Passive Strategy**

Passive strategy is a strategy related to reducing family expenses. For example, food and non-food costs. Food costs include daily food and drink needs. While non-food costs include clothing, shelter, electricity, water, education, health and others. This study found passive strategies used by the respondents, the passive strategies can be seen in Table 8.

Table 8. Passive Strategies Used by City Transportation Drivers in Purwokerto, Banyumas Regency, August 2018

| No. | Passive Strategy | Number of Respondents (Respondent) |
|-----|---------------------------------|------------------------------------|
| 1. | Purchase clothes once a year | 73 |
| 2. | Prioritize basic needs | 78 |
| 3. | Reduce smoking | 20 |
| 4. | Save children's school expenses | 35 |

Source: Primary Data Processed, 2018

Based on research data in Table 8, 73 respondents set aside their income to purchase new clothes once a year before Eid al-Fitr or Christmas. Clothing purchases are only carried out once a year by prioritizing the needs of children and not the needs of the respondents and their wives. If the clothes are given from relatives or others, then they will set aside the money to meet more important needs.

Then, the number of respondents prioritizing basic needs is 78 respondents. All respondents do not have consumptive or wasteful behavior, because they scrimp on every day food or live as they are, prioritize more important needs, and set aside excess income for savings. The number of respondents who reduce smoking in order to save expenses is 20 respondents. According to one respondent, he used to smoke 2-3 packs per day, but now he only smokes 1 pack per day. Then, some respondents only smoke during weekday, they do not smoke during weekend. Some respondents even stop smoking. This is in accordance with Kristianti et al.'s study (2014) that frugality of food and non-food needs is essential in overcoming economic problems.

Furthermore, 35 respondents consider that education is important for their children, so that their children can go to school. They prefer to send their children to schools close to their home, so that they can save their children's allowance per day, send their older and younger children to nearby schools so that they can go to school together. For example, both children can ride a motorcycle to go to school. Then, the respondents choose schools with inexpensive monthly fees and social assistance program for disadvantages communities. The respondents motivate children to get scholarships in schools and colleges. Based on these results, it can be concluded that the passive strategy used by city transportation drivers is frugality/non-consumptive and prioritizing more important needs. The results of this study are in accordance with the studies conducted by Johan, Muflikhati, & Mukhti (2013), Kristianti et al. (2014), Irwan (2015), and Kumesan, Ngangi, Tarore, & Pangemanan (2015).

c) **Network Strategy**

Network strategy is a strategy to establish relationships with others. Establishing relationships informally and formally with the social and institutional settings will be useful to help overcome economic problems such as borrowing money, social assistance of Indonesia Health Card (KIS), rice social assistance, and social gathering. The network strategy used by city transportation drivers in Purwokerto, Banyumas Regency can be seen in Table 9.

Based on the research data in Table 9, 54 respondents participate the City Transportation Driver Association. 75 respondents attend the social gathering. Social gathering is considered important as an event to save money, to get close to neighbors and to get a large amount of money from the rotating savings in social gathering to be used to meet their needs. 10 respondents belong to the cooperative members, such as Kopata and other cooperatives. 43 respondents are bank customers, such as BRI Bank, Pegadaian (pawnshop), and BKK. 68 respondents claimed to have been in debt and some still have debt. They are indebted to owners of city transportation, cooperatives, BRI bank, Pegadaian, vehicle leasing, relatives, and moneylenders. Based on these results, it can be concluded that most of the network strategies used by city transportation drivers are to attend social gathering, participate association, become customer of institutions such as bank, BPR, Pegadaian, and borrow money from to the institutions and the owner of city transportation. This is in accordance with the studies conducted by Widodo (2011), Kristianti et al. (2014), Irwan (2015), A.P. Sumrah (2015), Wapwera, Egbu, & Parsa (2011), and Xue, Gao, & Guo (2014).

Table 9. Network Strategy Used by City Transportation Drivers in Purwokerto, Banyumas Regency, August 2018

| No. | Network Strategy | Number of Respondents (Respondent) |
|-----|-----------------------------|---------------------------------------|
| 1. | Participate the Association | 54 |

| No. | Network Strategy | Number of Respondents (Respondent) |
|-----|--|---------------------------------------|
| 2. | Attend Social Gathering | 75 |
| 3. | Become a Cooperative member | 10 |
| 4. | Become a Customer of Institutions (Bank, BPR, Pegadaian, etc.) | 43 |
| 5. | Ever had a debt | 68 |

Source: Primary Data Processed, 2018

After examining the strategies used by city transportation drivers in Purwokerto, Banyumas Regency, it can be concluded that the increase in family income and the fulfillment of family consumption needs of city transport drivers are affected by appropriate active, passive, and network strategies to overcome the problems of family needs. This is in accordance with Suharno in Brata (2003).

CONCLUSION

Based on the results of the income analysis, it can be seen that 51.3 percent of city transportation drivers in Purwokerto, Banyumas Regency had basic income smaller than other income.

Based on the results of APC analysis of city transportation drivers in Purwokerto, Banyumas Regency, by comparing family consumption and basic income, it was obtained that 89.74 percent of respondents were unable to meet the family consumption needs. While based on the results of the APC analysis by comparing family consumption and family income, it was obtained that 69.23 percent of respondents were able to meet the family consumption needs.

Based on the analysis results of Decent Standard of Living (DSL) by comparing the basic income of city transportation drivers in Purwokerto, Banyumas Regency and DSL of Banyumas Regency in 2016, it was obtained that 98.7 percent of respondents had not met the Decent Standard of Living. Then, based on the calculation results of DSL analysis by comparing family income of city transportation drivers in Purwokerto, Banyumas Regency and DSL, it was obtained that 89.74 percent of respondents had not met the Decent Standard of Living. This meant that the majority of city transportation drivers in Purwokerto, Banyumas Regency had not met the Decent Standard of Living.

Based on the analysis results of survival strategies using coping strategies, it can be concluded that the active strategy (extending work hours, utilizing the family potential to work, and having a side job), passive strategy (frugality, prioritizing basic needs, reducing smoking, and saving educational costs), and network strategies (attending social gathering, being members of cooperatives, participating in the association, being customer of institutions, and indebted) had been able to help overcome economic problems so as to maintain the family life of city transportation drivers in Purwokerto, Banyumas Regency.

This study implies that the Regional Government and the Transportation Department handling public transportation should provide policies that focus the welfare of city transportation drivers and improve public transportation facilities so that people prefer to use city transportation. This is expected to increase the income of city transportation drivers, so that they can be relied on as city transportation drivers to be able to meet the family needs. Policies to be implemented are limiting on-line transportation and monitoring the red zones (zones that prohibit on-line transportation to carry passengers). In addition, the arrangement of the Trans Jateng Bus lane shall be reorganized so that it may not have a negative impact on city transportation.

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