

The Driver Income Determination of Inter-city Transportation during the Covid-19 Pandemic

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Abstract: Study this aim for knowing the influence amount passengers, rates, hours worked, experience work, and ownership of the vehicle to income driver transport between the area Sinjai-Makassar during the Covid-19 pandemic. Study this using the primary data obtained from the results study through h questionnaire conducted in a manner directly to the driver. The method analysis used is multiple linear regression with the help of SPSS application 26. Research shows the amounts passengers, fares, and ownership of Acle take affect positive and significant income driver transport between the area Sinjai-Makassar during the Covid-19 pandemic. As for working hours and experience work no take effect to income driver transport between areas Sinjai-Makassar during the Covid-19 pandemic.

Keywords: Number passengers, rates, hours worked, experience work, ownership vehicles, income driver, the Covid-19 pandemic.

1. Introduction

Activity transportation between areas is one interesting thing to study. Presence transportation gives convenience to man to do the journey from one place to another place. Function transportation is seen in a manner individual but also by interest public board, as mover development. Transport general is a vehicle general for transporting goods or people from something one place to the place other, provided by private, private, or government, which can be used by whom

just with method pay or rent. Transport's general role is important in supporting all activities Public Fulfill all needs to run fine and smoothly.

Needs man for traveling is one needs principal because the distance between the place so far and no can be taken without help tool transportation motorized. Development needs transportation which spurs people to get access to transportation quickly and efficiently. However, with exists, the Covid-19 pandemic which has spread to all countries in the world is experiencing difficult times, including in Indonesia so which results in the whole aspect of life including the decline in movement mode transportation. this occurs because the government makes a decision with exists *social distancing* nor *physical distancing* and followed up with Policy Restrictions Social Periodically Large (PSBB). Policy the made to limit deployment such as a Covid -19 outbreak fast. The community is urged to stop all activity in public and restrict outside activities at houses, like schools, colleges, and work worship at the same time conducted from the house as well as limit access to transportation Public to the side of the city and vice versa. Restrictions on transportation also have an effect on income-driver transport general between areas.

A study about analysis of income driver transport between area Sinjai -Makassar during the Covid -19 Pandemic gives contribution to the effort to increase income drivers amid the Covid-19 Pandemic. Study this has a destination for displays how amount passengers, rates, hours worked, experience employment and ownership status vehicle give influence to income driver transport between area Sinjai, Makassar.

Study this made based on Theory Income. Income is the amount of income received by residents on performance it works During one period certain, fine daily, weekly, monthly, or annual (Sukirno, 2006) ¹. Several researchers have also done studies empirical related to income drivers.

Divas (2018) ² see influence policy Damri bus subsidies to income driver transport general route Mapurujaya District East Mimika Regency Mimika. Study the use of sample t-test analysis paired (paired t-test). Analysis results on the influence policy Damri bus subsidies to income driver transport general show that there is a significant difference before and after enforcement of Damri bus subsidies route Mapurujaya District East Mimika Regency Mimika where is the average income of transport drivers after the implementation of the bus subsidy Damri t rayek Mapurujaya East Mimika District Mimika Regency is smaller than before the implementation of the bus subsidy Damri t rayek Mapurujaya, East Mimika District, Mimika Regency.

Octaviana (2017) ³ does a study to see the difference in income driver transport general before and after the existing bridge Suramadu at Kamal Harbor route d3 (Kamal- Bangkalan). Study this use analysis test t test with results study show that bridge Suramadu is very influential income driver transport common in Kamal harbor, looked clear difference income driver transport previously common could sufficient needs they every day, however with exists bridge Suramadu part from they something is working side for sufficient his needs.

Henry (2016) ⁴ with title Analysis Income Driver City Transportation Before and After the Construction of the Mengwi Terminal where variables used are hours worked, ownership transportation, and experience driving. Income driver angkot after the construction of the Mengwi terminal experience decline. Hours worked, ownership transportation, and experience driving in a manner Partial take to effect positive to income driver transport city, meanwhile rates in a manner Partial take effect negative to income driver transport city.

Qisthi (2018) ⁵) with title Analysis Income Driver City Transportation (Angkot) in the City of Surakarta and Differences Income Before and After There is Online Transportation (Online). Variables used in a study this is the variables age, working hours, experience work, and fuel costs. Normality test normally distributed. Linearity test used appropriate or linear. Assumption classic no there is

a problem in models. The t-test of working hours and fuel costs has an effect significant on income driver transport. R^2 of 0.5416; means 54.16% variation variable income driver transport could explain variables age, experience work, working hours, and fuel costs. Whereas the remaining 45.84% is influenced by other variables or other factors that are not entered into models. Based on the results of the Paired sample T-test show there is a significant difference Between income driver transport before and after existing online transportation.

hypothesis for the study is as follows:

1. Allegedly that number of passengers takes effect positive and significant income driver transport between area Sinjai, and Makassar.
2. Allegedly that rates of passenger take to effect positive and significant to income driver transport between area Sinjai, Makassar.
3. Allegedly that working hours take to affect positive and significant income driver transport between area Sinjai, and Makassar.
4. Allegedly the experience work takes to effect positive and significant income driver transport between area Sinjai, Makassar.
5. Allegedly that ownership of vehicles takes to effect positive and significant income driver transport between area Sinjai, and Makassar.

2. Method

Study this carried out in the District Sinjai, South Sulawesi Province. Study going on for 2 months from November- December 2021. Object study this is driver transport between area Sinjai and Makassar.

Study this use approach quantitative that uses primary data sourced from a questionnaire study on driver transport between area Sinjai, and Makassar. Amount population in the study is 61 drivers. The sample was taken based on the sample table proposed by Taherdost (2017) ⁶ for population 61 with a *level of confidence* of 95 percent, *precision* of 5 percent, and variations by 50 percent,

then will be obtained size sample closest is 44 respondents. the data was collected through a field pursuit using a device questionnaire to do Interviews with respondents.

Analysis tools used in a study are multiple linear regression with the use of tool help in the form of SPSS software. Testing statistics for multiple linear regression consists of statistical testing of t, F and coefficients determination or R². Kurniawan (2016) ⁷ analysis regression is gauged two variables or more stated in form function. In a study, this regression was used to see how to influence amount passengers, rates, hours worked, experience work, and ownership of the vehicle to income driver transport between area Sinjai -Makassar during the Covid-19 pandemic.

Data analysis was used with testing normality and sample test testing in pairs (*Paired Sample t-Test*). Testing normality is used to see what data is obtained. distributed normally or not and for Testing *Paired Sample t-Test* used for see comparison income Drivers before and during the Covid-19 Pandemic.

Coefficient correlation (R) is used for knowing if raised variable in the study (amount passengers, fares per passenger, hours worked, experience worked, and ownership vehicle) has a strong relationship.

Coefficient determination used for a measure is score variable independent in a manner whole could explain variable marked dependencies with score (R^2) has a range from 0 to w ($0 \leq R^2 \leq 1$).

A significance test simultaneous (F statistical test) was used to test the hypothesis in the study. The partial test (t-test) is a t-test used to show how much big influence one variable independent explained variable dependent, in other words, the t-test is used for test level significance variable X takes effect on variable Y in partial.

The equation model used in the study is as follows:

$$Y = a + b_1X_1 + b_2X_2 + b_3X_3 + b_4X_4 + b_5X_5 + e \dots \dots \dots (1)$$

With see data mix used in the study, then the research model including in a deep semi-non-linear model variable ie at Y and X₂. To be estimated, equation (1) is transformed to be linear in the form of semi-natural logarithms (ln) as follows:

$$\ln Y = a + b_1X_1 + b_2 \ln X_2 + b_3X_3 + b_4X_4 + b_5X_5 + e \dots \dots \dots (2)$$

Income driver transport between the area Sinjai -Makassar during the Covid-19 pandemic or variable Y is the average number of reception driver transport between area Sinjai -Makassar measured with Rupiah unit (Rp). Amount passenger or variable X₁ is the number of people loaded in one car with the power to walk through route Sinjai -Makassar declared in person unit. Rates or variable X₂ is the price on service necessary transportation paid by passengers in use service transport between area Sinjai - Inner Makassar one specified month in Rupiah units. working hours or variable X₃ is the amount of time used for work in Thing this drive car transport from area origin that is Regency Sinjai to area destination namely the City of Makassar which is declared in hour unit. Experience work or variable X₄ is an ability, knowledge, and skills possessed always range time that has taken During Becomes a calculated driver since first time working until now in a unit year. Ownership vehicle or variable X₅ is declared a dummy variable based on Yes or No. Yes, this means the respondent has a vehicle that is used as a car calculated freight in dummy form i.e., 1. No means respondent no owner vehicle used as car calculated freight in dummy form i.e., 0.

3. Discussion

Test results influence variable amount passengers (X₁), fare (X₂), working hours (X₃), experience work (X₄), and ownership vehicle (X₅) against income driver freight (Y) is presented in Table 1. Calculation results regression obtained using the SPSS 26 program.

Table 1
The Estimation Result

Direction Influence Between Variables	Coefficient Regression	probabi- lity	Information	F. Probability
$X_1 \rightarrow \text{Ln } Y$	0.028	0.000	Significant	0.000*
$\text{Ln}X_2 \rightarrow \text{Ln } Y$	1.029	0.000	Significant	
$X_3 \rightarrow \text{Ln } Y$	-0.004	0.206	Not Significant	
$X_4 \rightarrow \text{Ln } Y$	0.006	0.553	Not Significant	
$X_5 \rightarrow \text{Ln } Y$	0.254	0.000	Significant	
*) Significant at $\alpha = 5\%$, $R^2 = 63.2\%$				

Source: primary data after analysis 2021

Based on the table of obtained score possibility for F test results of 0.000. this means variable independent amount passengers, rates, hours worked, experience work, and ownership vehicle take effect in a manner simultaneous to income driver transport between area Sinjai, Makassar. In other words, variables independent amount passengers, rates, hours worked, experience work, and ownership of vehicle capable explain magnitude variable dependent income driver transport between area Sinjai, Makassar. Earned R^2 income driver that is 0.632. This means 63.2 percent variation change in income driver transport between area Sinjai -Makassar can be explained by variations change amount passengers, rates, hours worked, experience work, and ownership of vehicle whereas the rest i.e.,

36.8 percent is influenced by other variables that are not entering in research models this.

Based on the results the resulting estimates in **table 1** show the amount passengers take to effect positive and significant income driver transport between the area Sinjai -Makassar during the Covid-19 pandemic. it is seen from coefficient regression as big 0.028 and a value probability of 0.000 which indicates that H_0 is rejected and H_1 is accepted. Based on the results, then could conclude that when the variable amount of passengers (X_1) experiences an increase as big as one percent while others permanent it will cause an increase in variable reception income Driver transport between area (Y) of 0.028 percent. This is following hypothesis initially stated that amount passenger is influential and significant to income Driver transport between the area Sinjai -Makassar during the period of the Covid-19 pandemic. Amount passengers very take effect to amount of income for driver transport between area Sinjai -Makassar during the period of the Covid-19 pandemic means that more tall amount loaded passengers in one journey could increase the amount of income to be earned for driver transport between area Sinjai, and Makassar.

Based on the results the resulting estimates in **table 1**, shows that the amount of rates passenger takes affect positive and significant income driver transport between area Sinjai -Makassar during the Covid-19 pandemic. it could be seen from the score coefficient regression of 1.029 and a probability of 0.000 which shows that H_0 rejected and H_1 accepted. Based on the results, then could interpret that changes in amount rates affect score income driver transport between the area Sinjai -Makassar during the Covid-19 pandemic. this hypothesis initially stated that rates take effect positively and significantly on income Driver transport between the Sinjai-Makassar Region. Amount rates passenger influence opinion driver transport between area Sinjai -Makassar during the Covid-19 pandemic. because the taller amount of fare paid by the passenger so will increase the income driver.

Based on the results the resulting estimates are in **table 1**, showing working hours take effect negatively and have no significance to income driver transport between an area of Sinjai -Makassar during the Covid-19 pandemic. It could see from the score coefficient regression of -0.004 and a probability of 0.206 which shows that H_0 is accepted and H_1 is rejected. Based on the results, then could interpret those changes in working hours are not yet capable affect the amount of income driver transport between an area of Sinjai -Makassar during the Covid-19 Pandemic. This could cause by the sure number of passengers every day whereas driver transport between area Sinjai -Makassar has operating hours certain. A driver only will leave for Makassar when already there are several registered passengers, p because the costs used for taking the journey counted enough big. So, every working hour or every journey is determined by the number of passengers. Hours worked by the driver transport between area Sinjai -Makassar is usually 48 hours/ week with 4 days work.

Based on the results the resulting estimates in table 1, show that experience work takes an effect negative and no significant against income driver transport between area Sinjai -Makassar during the Covid-19 pandemic. is seen from score coefficient regression of 0.006 and a probability of 0.553 which indicates H_0 is accepted and H_1 is rejected. Based on the results, then could be interpreted that whatever change in experience work is not yet capable affect score income driver transport between the area Sinjai -Makassar during the Covid-19 pandemic. this no under hypothesis initially stated that experience work takes effect positively and significantly on income driver transportation in the district in ai. Experience works not take effect to income driver transport between area Sinjai, Makassar. this could see from the results study that as much whatever experience work driver not yet could influence income during the Covid-19 pandemic. this occurs because the amount the reduced number of passengers so many drivers do not can to do the journey like usual.

Based on the results the resulting estimates in **table 1**, show that ownership vehicle has a difference in Thing influence to income driver. Ownership of vehicles alone gives more influence big to income drivers compared with hired drivers and other people's vehicles for operation. Viewed from magnitude score coefficient regression of 0.254 and known probability value of 0.000. this shows the magnitude of the influence of variable ownership vehicle on the amount of income, that is if the vehicle used is owned by a private (Dummy 1) then will increase the amount of income of district driver sinjai. it is by hypothesis initially stated that ownership vehicle personally takes effect the amount of income. Connection influence ownership vehicle gives describing the influence that a vehicle owned by alone many used drivers than a vehicle rented belongs to someone else. because there is influence ownership of a vehicle, where vehicles owned by personnel could increase the amount of income driver transport between area Sinjai -Makassar during the Covid-19 pandemic.

Table 2 show the characteristics of the respondent according to amount passenger the biggest carrier is in numbers 40 passengers/week with a percentage of 27%.

Table 2
Characteristics Respondents According to Amount Passengers / Week

Amount Passenger (Person)	Amount Respondents	Percentage (%)
32	5	11%
40	12	27%
36	9	21%
24	2	5%
30	4	9%
33	1	2%
48	2	5%
45	1	2%
44	2	5%
25	1	2%
28	2	5%
35	1	2%
27	1	2%
50	1	2%
TOTAL	44	100%

Source: primary data results research 2021

Whereas for the percentage, the lowest is 2% with the amount of respondent is 1 for the amount passenger are 25, 27, 33, 35, 45 and 50 people/ week. Then for the amount of passengers are 24, 28, 44, and 48 people/ week is the percentage of 5% with the amount of 2 respondents for each criteria. Next for the 30 passengers/week with the percentage of 9% is 4 respondents. For the 32 passengers/week with the percentage of 11% is 5 respondents. For the 36 passengers/week respondents is 9 people with the percentage of 21%. Based on

the results of research in the field, the average number of passenger car transport between area Sinjai -Makassar is as many as 40 people/per week.

Table 3
Characteristics Response According to Tariff

Rates	Amount Respondents	Percentage (%)
IDR 80,000	25	57%
IDR 100,000	19	43%
Total	44	100%

Source: Primary Data Research Results 2021

Based on **Table 3** can be known characteristics of respondents according to rates. Could see that percentage the highest 57% is at a rate of Rp. 80,000 with amount respondents 25 people. Then the percentage Lowest by 43% is at a rate of Rp. 100,000 with amount respondents 19 people.

Table 4
Characteristics Respondents According to Working Hours / Week

Work- ing Hours	Amount Respond- ents	Percent- age (%)
24	1	2%
33	1	2%
36	9	20%
40	5	11%
42	2	5%
44	4	9%
48	18	41%
60	2	5%
65	2	5%
Total	44	100%

Source: primary data results research 2021

Table 4 shows the characteristics of respondents according to working hours driver transport between area Sinjai -Makassar is the largest working 48 hours/week with a percentage of 41% of 18 respondents. Whereas the percentage Lowest worked 24 and 33 hours/week with a percentage of 2% of each 1 respondent. Next, the percentage of 5% is in working hours of 42, 60, and 65 hours/ week from 2 respondents respectively. The percentage of 9% with amount Respondents 4 people are on working hours 44 hours/ week. The percentage of 11% is at 40 hours/ week with 5 respondents. Next is 36 hours/ week a percentage of 20% with amount respondents 9 people.

Table 5
Characteristics Respondents According to Experience Work

Experi- ence Work	Amount Respond- ents	Percent- age (%)
3	6	14%
4	5	11%
5	15	34%
6	8	18%
7	3	7%
8	2	5%
10	5	11%
Total	44	100%

Source: Research Primary Data 2021

Based on **Table 5** percentage highest is 34 % at 5 years of 15 respondents, meanwhile, the percentage Lowest is 5%, namely at 8 years from 2 respondents. Next on number 7 years reached 7% of 3 respondents. Then experience work for 4 and 10 years have the same percentage ie 11% of 5 respondents respectively. On experience work, for 3 years amount respondents 6 people with a percentage of 14%, and on experience 6 years work amount respondents 8 people with a percentage of 18%.

Characteristics respondent based on ownership of the vehicle used by the driver for operation, fine that vehicle owned by alone or vehicle belongs to someone else. Variable this be measured with use dummy variable as category $D = 0$ *vehicles rented/owned by someone else* and $D = 1$ *vehicle owned by alone*.

Table 6
Characteristics Respondents According to Type Ownership Vehicle

Ownership Status Vehicle	Amount Respondents	Percentage (%)
Belongs to someone else	7	16%
Own _	37	84%
Total	44	100%

Source: Research Primary Data 2021

Based on **Table 6** can be known characteristics of respondents according to the ownership status of vehicles used for transport in general. From these data show that there are 37 respondents with a percentage of 84% who use vehicles alone as car transport between areas. Whereas there are 7 people with a percentage of 16% who use vehicle belongs to someone else or rent as car transport.

4. Conclusion

The results of research that have been conducted could obtain conclusions as follows: 1) Total passenger take effect significant and positive to income driver transport between area Sinjai -Makassar during the Covid-19 pandemic. this means the more many amounts passenger so the more many amounts of income drivers. 2) Tariffs matter significantly and positively to income driver transport between area Sinjai -Makassar during the Covid-19 pandemic. this means the bigger amount rates so the bigger amount income driver. 3) Working hours, do not take effect significantly income driver transport between area Sinjai -Makassar during the Covid-19 pandemic. this means that good a little nor the many numbers of working hours no will influence the amount of income driver. 4) Experience

works not take effect significantly income driver transport between area Sinjai -Makassar during the Covid-19 pandemic. this means that little many amounts of experience work no will influence income drivers. 5) Ownership vehicles have a difference in influence income driver transport between area Sinjai -Makassar during the Covid-19 pandemic. Vehicles owned alone are more many used compared with vehicles rented belonging to someone else. this is because vehicles owned by personnel are more capable increase the number of income drivers.

From the conclusion one could put forward some suggestions as follows: 1) Total income driver transport between the area Sinjai -Makassar experience a decline during the covid-19 pandemic. because that is, a driver must increase the quality-of-service services provided to the passenger. 2) For could increase income, preferably driver transport raise rates passenger. Because it's based on study rates passenger still counted low for distance go far from Regency Sinjai to Makassar City so need many costs. 3) Share researcher next expected could add variable independent else, outside from variables used in research this, which is considered influence amount income driver transport between area Sinjai, Makassar. 4) Deep enhancement income driver transport between area Sinjai -Makassar, mix hand government is also urgently needed. One of them with socialization rates evenly distributed and adjusted passengers with the type of fuel used by the vehicle. 5) For governments to give assistance and education about Covid-19 to driver transport between affected areas during the Covid-19 pandemic.

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