

Subjective well-being of elderly pedicab drivers in the city of Yogyakarta

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ABSTRACT

The purpose of this study is to reveal the factors that influence the subjective well-being of the elderly motorized pedicab driver in Yogyakarta and to find out the efforts to improve subjective well-being. This research is a qualitative study with a phenomenological approach. In determining the respondents, the researchers used a non-probability sampling technique, while in the field the researchers used the opportunistic sampling method. The method used to collect data in this research is semi-structured interviews and observations during interviews, besides that researchers do documentation to enrich the research data. Furthermore, data analysis in this study uses content analysis. The results showed that the factors that increased the subjective well-being of elderly motorized pedicab drivers in Yogyakarta were health factors, material adequacy, social support, religiosity and the availability of jobs. Furthermore, there are efforts made by the subject to improve subjective well-being, namely maintaining health, being diligent in work, maintaining social relationships and maintaining religious values and doing hobbies.

Keywords: elderly, motorized pedicab driver, subjective well-being

Introduction

Subjective well-being or what is abbreviated as SWB is a general term used to describe the level of well-being and happiness experienced by individuals according to the individual's subjective evaluation of their lives (Diener & Ryan, 2008). Briefly Diener et al. (2009) divided the components that build SWB into two, namely cognitive and affective components. The cognitive aspect in a particular domain is how individuals evaluate their life satisfaction in the work environment, income, social relations and so on. While the affective aspect provides an overview of the individual's evaluation of his life satisfaction through the emotions and feelings received as a whole, life satisfaction will be higher if fewer negative affect is received and more positive affect is received. Furthermore, Seligman (2002) revealed that his research consistently shows the results of religious individuals being happier and more satisfied with their lives than individuals who are not religious.

According to data provided by the Central Statistics Agency, Indonesia has experienced an increase in the happiness index by 0.80 points, previously in 2017 it was recorded that Indonesia's overall happiness index was 70.69 to 71.49 in 2021. However, in 2021 several regions experienced a drastic decrease in the happiness index and the Special Region of Yogyakarta (DIY) was included in the area that experienced a decline. DIY, which in 2017 was recorded as having a happiness index of 72.93, decreased to 71.70, this was followed by a decrease in the life satisfaction index in the DIY region. Meanwhile, if sorted by age group, the happiness index for the elderly is the lowest, which is 71.20-70.67 (Suchaini et al., 2021). Elderly or what is hereafter referred to as elderly is the ending that closes a long series of processes and stages of human development. According to *the World Health Organization* (WHO), the elderly are a vulnerable age group and are classified into 4: Middle age 45-59 years, elderly 60-74 years, elderly 75-90 years and very old age over 90 years (Andini et al., 2007).

In 2020 to 2021 the COVID-19 pandemic has really caught the attention of the Indonesian, because there are some effects that affected people such as poverty, affect health and cause death also increasing mental illness. After experiencing a rapid increase in cases, the government began to implement PSBB as an effort to overcome the pandemic, PSBB and its enactment are recorded in Government Regulation No. 21 of 2020. Many policies were made by the government afterwards with the intention of responding to an increasing pandemic, these policies showed a positive impact directly, but of course indirectly there are negative impacts, for example the impact of the PSBB and PPKM policies on the economic sector in Indonesia. There were layoffs, inflation or price increases, decreased imports and losses occurred in the tourism sector (Zulkipli & Muharir, 2021) .

The impact of slowing economic growth in Indonesia has been followed by slow economic growth in each region, including the Special Region of Yogyakarta (DIY). Several sectors experienced a decline, for example agriculture, accommodation, tourism and air transportation services. For the DIY region, sectors such as agriculture and tourism are very important to support regional economic growth (Setiawan et al., 2020) . As a result of this PPKM, many tourist objects were forced to close, including the Malioboro area, the 0 Km point to the North square which is the main tourist destination in DIY. This phenomenon certainly has a major impact on the sources of livelihood for some workers and business actors who make a living in the area, for example, pedicab drivers who usually park to wait for passengers in areas that are crowded with tourists. The pedicab, which originally had conventional human-powered forms, have changed to motorized pedicab or which after this were shortened to bumpers and engine-powered or bentor, the existence of pedaled pedicab themselves is rarely seen in tourist areas such as Malioboro. Reporting from the online news page Harian Jogja, bentor itself is illegal and is not allowed to operate in the Malioboro area because only pedicabs and horse-drawn carriages are permitted (Sunartono, 2022) .

According to the results of pre-research interviews and observations on February 4th 2022 with two elderly colliding subjects in the Malioboro area and the North square of Yogyakarta city, one of the pedicab driver, let's call him Mr. N, 62 years old, when interviewed said that when the tourist area closed, the average pedicab driver did not earn any income at all, whereas in the conditions prior to PPKM the income earned from pedicab driver on weekends (Friday and Saturday nights) could reach 600 thousand rupiahs to one million rupiahs. Because there was no income from bentor, he and his colleagues who had the same fate decided to ask for donations at the red light in the Senopati area, near the KM zero point and several other points in the Yogyakarta city area, carrying cardboard boxes and banners that read "*we are pedicab drivers affected by PPKM , please help sincerely* " .

In the pre-research, the provisional findings were that the interviewees of the elderly colleagues, wich is Mr. N are showed that there are cognitive and affective components that underlie or build their SWB. The cognitive components found include evaluation of job satisfaction and referring to difficult economic conditions. Furthermore, in the affective component, there is negative affect received by the subject, often the subject receives rejection from tourists when offering collision services and also feels competition between the associations that pedicab driver. Based on the explanation above, researchers feel it is important to conduct research on elderly SWB who work as motorized pedicab driver in the city of Yogyakarta because the researchers recognize see several links between theory and phenomena that occur in the field. The researcher also seeks to reveal the efforts made by the elderly towing bumps to increase their SWB. In addition to the condition of their age which is included in the vulnerable group category, health factors, income and social interactions are of course closely related to the SWB of elderly pedicab driver. There have been many previous studies on SWB, especially on subjects with vulnerable groups such as the elderly, women and children. This research will prioritize on uncovering the factors that influence SWB and efforts made to increase SWB, thus the results of this study are expected to be useful for parties related to the elderly and towing collisions in tourist areas such as social services and Government tourism office.

Method

This research was conducted in the area of the North Square of the city of Yogyakarta, Special Region of Yogyakarta with a total of three respondents. Each respondent was asked for data at different times and could be flexible so as not to complicate the respondents. The time for conducting the research was from February 2022 to April 2022. Data collection was carried out around the North Square area of Yogyakarta city because many respondents or research subjects worked there. There are three respondents or resource persons with the aim that the data is not subjective to the statements of only one source. The implementation time is in February because the tourist areas in Malioboro and its surroundings have started to become active again after the pandemic. In determining the respondents in this study, researchers used a non-probability sampling technique, meaning that not all populations have the same opportunity to be involved in research. Furthermore, this study used an opportunistic sampling type, which means the researcher observed the population in the field, matched the criteria and ensured that respondents were willing to participate in the study. While the method used is purposive sampling, meaning that the respondents were selected with predetermined considerations and objectives. Poerwandari (2017) calls this method the selection of informants with certain criteria, namely the researcher sorts possible respondents from the existing population, then matches the subject's condition with predetermined criteria. According to Creswell & Poth (2018) in phenomenological studies the sampling strategy becomes narrower, all participants must also have experience related to the phenomenon being studied. Sampling and determining criteria can be said to be good if the participants studied can represent people who have experienced the phenomenon.

The methods used to collect data in this study are interviews and observation. Interviews are used to reveal information from respondents related to certain phenomena in more depth. This study uses a semi-structured interview method. Semi-structured interviews start from the topics contained in the interview guide and the form of questions will develop depending on the interview process and the answers of each individual, the interview guide ensures that researchers can collect the same information from each respondent (Sugiyono, 2013). Meanwhile, according to Poerwandari (2017) the type of semi-structured interview is called an informal interview where the data collection process goes on depending on the development of questions and answers, questions develop naturally like daily interactions. Poerwandari (2017) explains that observation is important in all types of research because it is taken for granted, it can be done by anyone and does not need to be discussed specifically. Furthermore, observation activities aim to provide a description of the setting being studied, the activities that take place, the variety of individuals involved and the meaning of the events or activities that occur. In this study, the researcher used the non-participant observation technique, which means that the researcher limited himself by observing only during the interview and outside the interview by not being involved in the daily life of the informant. Observation is not limited to the subject, but also natural and environmental objects related to the subject (Sugiyono, 2013).

Next, the approach used for data analysis in this research is *content analysis* or content analysis. Content analysis is a technique for deducing the meaning of text, it can also be done through procedures that are *reliable*, can be applied in different contexts (*replicable*) and valid (Krippendorff, 2004). To determine the meaning of content, researchers need to identify texts related to the research context and categorize these texts and interpret these categories into a meaning as a whole according to the research context (Rumata, 2017).

Results

Researchers tried to reveal the factors that influence the subjective well-being of elderly motorized pedicab drivers in Yogyakarta and to find out the efforts to improve subjective well-being. Using interviews and observations, this study produced the following findings: Health; Material sufficiency; Social support; Religiosity, and job availability. Efforts to Improve Subjective Well-Being: Maintain health; Diligent at work; Maintain social relations; Religious values and doing hobbies.

Discussion

Factors Affecting Subjective Well-Being

Health

Health plays an important role for the welfare of elderly motorized pedicab driver. SWB can be predicted through subjectively evaluated health, health that is not so good can interfere with SWB because it can prevent a person from achieving certain goals, otherwise good health leads a person to high life satisfaction and a longer life. According to the elderly pedicab driver, the health of himself and those closest to him is an important factor that directly affects his well-being. Being healthy and not experiencing serious illness triggers an increase in happiness, this occurs because the experience is unpleasant when experiencing pain, the subject becomes limited in doing his job, establishing social relationships and so on, therefore the subject feels unhappy (Diener et al. 1999)..

Material sufficiency

One of the reasons why material adequacy is closely related to SWB is because income helps meet the basic needs of individuals and those they depend on, so that at some point the individual will feel his needs are more fulfilled through adequate income and good jobs so that produce a higher SWB (Diener et al., 2018) . According to elderly pedicab driver in Yogyakarta, the fulfillment of basic needs can directly affect their SWB because the basic needs are not only their own needs but also those of their families. According to the results of his research, Mujamiasih (2013) argues that when a person has wealth/wealth that he considers a lot then that person is able to fulfill all his needs so that he can reach SWB more easily.

Social support

According to elderly pedicab driver in Yogyakarta, the social and family environment plays an important role in increasing happiness. This finding is in line with the opinion of Diener & Oishi (2005) who said that social support is a factor that greatly influences positive emotions, lack of social support and close social relationships can have a broad impact on individual SWB and many other things. The quality of social relations among elderly pedicab driver in Yogyakarta produces more positive affect such as supporting each other when facing problems, maintaining friendship and mutual trust. In terms of determining whether the quality of social relations is good or not, the subject is through an affective and cognitive evaluation process, the subject thinks about the good and bad possibilities and the advantages of making friends, but on the other hand, the subject feels happy when having social interactions with his friends and pedicab drivers. Social relations that greatly affect the subject's happiness come from family support.

Religiosity

Religiosity was found to affect happiness and the direction of a good life, including in this case Islam. The Islamic values found in the subject of elderly pedicab drivers are gratitude and sincerity. Gratitude itself according to Seligman (2002) is a positive emotion in the form of an expression of happiness and gratitude for the kindness received. This study found that the SWB of elderly pedicab

driver in Yogyakarta is influenced by their gratitude. The subject is always grateful and sincere in various aspects of his life such as his income which was much reduced during the pandemic, his work which became difficult and his health which declined at a vulnerable age. Gratitude makes the subject always feel fulfilled and the subject is always sincere with what he receives, including when experiencing negative events or events such as illness and difficulties at work during a pandemic. This finding is in line with the opinion of Watkins et al. (2003) that individuals who are grateful will feel abundant or always fulfilled, appreciate the little things that happen in their lives and appreciate all forms of support and contributions of others to their happiness.

Job availability

Researchers found that the factor that indirectly affects the welfare of the subject is the availability of employment. The subject thinks that a good job that consistently generates sufficient income for him and his family can affect SWB, the subject admits that his life will be easier if he gets a job that is appropriate for his age, such as a restaurant business or what is popular in Yogyakarta is an *angkringan*.

This finding is of course very unfortunate because the subject still has to work for a living at an old age. The subject worked as a knocker puller for almost half of his life and had not yet reached an established state and enjoyed old age. According to Hurlock (1997) the developmental tasks of the elderly include adjusting to reduced physical strength and health, adjusting to retirement and declining income, socializing with people of the same age and adapting to the social environment, besides that the elderly are also role models for generations. afterwards. The elderly who pull knockdowns in the city of Yogyakarta are still not fully carrying out their developmental tasks due to obstacles in their previous developmental tasks.

Efforts to Improve Subjective Well-Being

Maintain health

According to elderly pedicab driver in Yogyakarta, a healthy condition is one of the reasons for their increased welfare, thus the subject believes that to achieve a healthy condition is to maintain health. Furthermore, according to the subject, life will be happier when he, his family and friends are in a healthy condition. Furthermore, according to Seligman (2002) happy people have better *health habits*, maintain lower blood pressure and a stronger immune system than people who are less happy. This makes efforts to maintain health so that they remain happy and prosperous become important for elderly subjects, especially during a pandemic.

Diligent at work

Another effort by elderly pedicab driver in Yogyakarta to increase their SWB is to work hard, be diligent and be grateful, which in this case is to keep trying to work as much as possible during a pandemic, try to find another job or plan another business and always be grateful for the income they receive. although still far from enough. This form of effort to work hard is actually the subject's effort to improve his standard of living so that he is more prosperous and fulfilled. This is corroborated by the opinion of Diener et al. (1999) which states that poverty does have a slight effect on SWB because the threatened basic needs cannot be met, this also encourages elderly pedicab driver in Yogyakarta to work hard to get out of poverty and towards prosperity.

Maintain social relations

Maintaining harmonious social relations is one of the efforts to increase SWB for elderly pedicab driver in Yogyakarta, namely by establishing social relations with fellow pedicab driver, neighbors in their home environment and their families. This effort is made in order to maintain family harmony, environmental harmony, friendship, respect and respect and be useful for others.

Fitriyadewi & Suarya (2016) stated that social interaction plays a very important role for the life satisfaction of the elderly, it is important that the elderly are given psychological *support* such as positive emotions and joy.

Religious values

Maintaining religious values such as worship, in this case praying and praying for elderly pedicab driver in the city of Yogyakarta, is an indispensable effort to increase SWB. According to the subject, worship is a way to strengthen their faith and beliefs, by worshiping, the subject believes that it will increase feelings of gratitude and sincerity in dealing with events in life. These findings are reinforced by the statement of Diener et al. (1999) that a person's religious traits can provide psychological and social benefits, worship behavior also makes life more meaningful including during difficult times in life so that SWB can be affected or even increased because of the positive emotions received.

Doing hobbies

For elderly pedicab driver in the city of Yogyakarta, doing a hobby is a form of coping with stress. Doing hobbies such as fishing, playing chess and traveling make the subject calmer, apart from that doing hobbies is also a means of socializing with co-workers and the environment where you live because hobbies can be done in groups.

This research certainly cannot be separated from its advantages and disadvantages. The strength of this study is that there are not many similar studies that discuss the phenomenon of *subjective well-being* in elderly subjects using qualitative research methods. Meanwhile, the shortcomings of this study were in technical matters such as the lack of interaction with the subject because the subject did not have a means of communication and the circumstances of the COVID-19 pandemic which made the subject reluctant to be found at their residence. Subject only wants to be found at his workplace and is often difficult to find because he often moves around. This can be anticipated by researchers, but this obstacle causes limited information that can potentially enrich data.

Conclusion

The conclusion of this study answers the research objectives, namely to reveal the factors that influence subjective well-being and the efforts made to improve subjective well-being of elderly pedicab driver in Yogyakarta. Factors that affect the subjective well-being of elderly pedicab driver are health, material adequacy, social support, spiritual condition and the availability of jobs according to their age. These factors are the results of cognitive and affective evaluations of elderly pedicab driver in the city of Yogyakarta. Next are the efforts made by elderly pedicab driver to improve subjective well-being, these efforts are maintaining health, being diligent at work, maintaining social relations and maintaining religious values such as praying and reciting the Koran and doing hobbies such as fishing, playing chess. and sightseeing

Suggestions for future researchers who carry out SWB studies can use quantitative methods and use the results of this study as variables which in this case are factors that influence SWB and efforts to increase SWB by pulling elderly colliders in the city of Yogyakarta. Furthermore, it is hoped that elderly pedicab driver in Yogyakarta can pay attention to important factors, one of which is health by consuming healthy food and getting enough rest to avoid unhappiness due to illness, besides that pedicab driver also hope to focus on increasing their religious values. Furthermore, it is hoped that elderly pedicab driver can focus on efforts to find jobs that are more suitable for the elderly in order to fulfill their developmental tasks as elderly people.

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