

Socio-economic Behaviour of Parking Workers towards the Level of Family Economic Independence in Makassar City

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Abstract

The type of qualitative research through a phenomenological approach, while the results of the study indicate that parking activities are needed for some people as an alternative choice in meeting life's needs, the number of parking activities in a number of places in Makassar city shows that there are still many members of the community who do not get a permanent job looking for alternative income while waiting for them to get a job that suits the level of education they have, parking activities are not a job that can be used as a source of basic income but only a side job, this is because parking work has no social security and is only short-term.

Keywords: Parking, Community, Income, Family, Sideline

CHAPTER I. INTRODUCTION

The development of Makassar from year to year is very rapid in various fields including economy, education, as well as information and technology. The development of business and trade still dominates in this city. The increasing desire of people to have vehicles to support their activities has made the city more crowded and congested. This has led to increasingly limited land availability and poor urban planning because it is not well regulated. The increasing number of shops, minimarkets and other entertainment venues is an opportunity for the presence of parking attendants, both official and unofficial.

The presence or the increasing number of people wanting to become parking attendants, there are many social phenomena that arise, one of which is the struggle for parking space. phenomena are defined as things that are enjoyed by the five senses and can be reviewed scientifically (Kamus Lengkap Bahasa Indonesia: 1997) Phenomena are a series of events and forms of conditions that can be observed and assessed through scientific glasses or through certain disciplines. Phenomena occur in all places that can be observed by humans.

The struggle for parking space is mutual control between groups of car park attendants. Emile Durkheim said that social facts, such as laws, customs, norms, language and its systems, belief systems, and other orders of community life that have certain powers to force that power to manifest in community life beyond individual abilities.

In Makassar City, hostilities, fights, and even attacks between groups of parking attendants when they lose the battle for parking spaces have often occurred, such as: there was an attack on a minimarket on Urip Sumahardjo Street,

Panakukang sub-district, Makassar, South Sulawesi, where according to Angga, one of the perpetrators, this attack was carried out due to the problem of fighting over parking space with parking attendants who operate in front of the minimarket.

In many parts of the city, there are many parking spaces that are obtained through fights, or we often see whoever is in power in the area then he has the right to control the existing parking space, commonly called jagoan (thugs), which marginalises minority groups by the majority.

Fighting over parking spaces is a common occurrence in Makassar City, especially in Bulu Gading Village, Ujung Pandang Sub-district. Usually this phenomenon occurs because of clashing views, high egoism, group fanaticism, the absence of openness and the most influential lack of communication channels among the community so that they cannot cooperate in working as parking attendants.

In Kelurahan Bulu Gading, getting a parking space requires effort and hard work because of the intense competition. However, the good thing is that anyone can be eligible to become a parking attendant as long as we get the land before others. Even if you don't live or live in the area, when you get a parking space, you can operate according to your own wishes.

The struggle for parking space in this Kelurahan is very interesting where when you hear the word struggle it means identical physical contact or fights, but the competition for parking space in this area does not lead to fights or attacks between them as fellow parking attendants. Parking attendants in this area prioritise meeting directly to deliberate so that they can produce cooperation by dividing working hours.

Working as a parking attendant has so many challenges that must be faced, namely how to be a good servant such as tidying up, maintaining vehicles that have been parked by their owners. Not to mention that there are still many people who have the power (thugs) want to disturb either come to ask for cigarettes, money and even want to seize the land that has been painstakingly obtained through struggle or high effort.

The struggle for parking lots in this kelurahan does not lead to hostility, fights or attacks between groups that have power, but when they meet and deliberate properly, some give in and some cooperate by dividing the operating time. So that in this place competition, opposition there are those who make it a stepping stone to hold cooperation and create solidarity between parking attendants. Although it cannot be denied that there are also those who do not want to cooperate where things like this are a necessity in life. Differences are a necessity and art, but differences are not to be clashed with each other but made into a force to unite for a goal. In the area, land is obtained in addition to their own efforts and some are also given by their parents.

People who work as parking attendants must certainly receive attention from the government, which was previously less comfortable because there was interference from other parties to be comfortable in operating or working, and more importantly the government must carry out effective supervision of the community in fighting over parking so that it does not lead to conflict. In this case, the Makassar Raya Regional Parking Company must cooperate with the community to overcome the occurrence of fights or attacks between groups of parking attendants.

The parking attendant profession actually helps motorists in parking their vehicles so that as the number of vehicles continues to grow, parking management in Makassar city needs to be organised with strict rules. The profession gains land through its own struggles or efforts such as disputes, fights that are usually won by thugs or groups that have power.

A. Problem Formulation

1. What is the economic behaviour of parking attendants in Makassar city?
2. What is the economic welfare level of parking attendants in Makassar city?
3. What are the challenges faced by parking attendants in their daily activities in Makassar city?

CHAPTER II. OVERVIEW

A. Definition of Parking

Parking is a temporary state of motionlessness of a vehicle. In addition to the above definitions of several definitions of parking, all vehicles cannot move continuously, at some point they must stop for a while (unloading) or stop long enough to be called parking. Parking is the state of the vehicle stopped or not moving for a while and left by the driver.

Based on the definitions above, it can be concluded that parking is an immobile state of a motorised or non-motorised vehicle which can be the beginning of a journey with a certain period of time according to the circumstances and needs that require an area as a stopping place organised either by the government or other parties which can be individuals or business entities.

According to the large Indonesian dictionary, the definition of parking is stopping or putting (motorised vehicles) for a while in a place that has been provided. The above definition has a definition of a parking service provider, which is a provider of a place to accept stopping or placing (motorised vehicles) for a while. If you look at the function of parking, there is also an assumption that parking is used as a place to store goods, which means that if someone receives something from another person, with the condition that he will keep it and return it in its original form according to Article 1694 of the Civil Code.

According to the contents of Article 1694 of the Civil Code, entrustment is a "real" agreement, which means that it only occurs with the performance of a real act, namely the delivery of the entrusted goods. So the form of this parking service is unlike other agreements which are generally consensual, that is, they are born at the time of reaching an agreement on the main matters of the agreement.

So that parking can be interpreted as a state of immobility of a vehicle that is temporary because it is abandoned by the driver. It is legally prohibited to park in the middle of the road, but parking on the side of the road is generally allowed. Parking facilities are built in conjunction with most buildings, to facilitate the vehicles of building users. Included in the definition of parking is any vehicle that stops at certain places whether stated by traffic signs or not, and not solely for the purpose of loading and/or unloading people and/or goods.

Off-street public parking facilities can be in the form of parking lots and/or parking buildings. Determination of the location and construction of public parking facilities is carried out by taking into account the general plan of regional spatial planning, safety and smoothness of traffic, environmental sustainability, and convenience for service users.

B. Parking Control

One of the parking policies is to impose parking restrictions. Restrictions on on-street parking are applied mainly on main roads and city centres. This policy will be very effective to improve the level of service of the road network or to balance the demand and repayment of financial investment for infrastructure development and maintenance of existing facilities.

In general, the closer one moves to the city centre, the more obstacles one encounters when driving. These obstacles are caused by the greater level of activity, where one of the most important obstacles is roadside parking. In contrast to movement out of the city centre, the further away from the city centre the fewer obstacles are encountered. Objectives of Parking Control. So far, the most discussed aspect of parking controls has been the commercial orientation. While the objectives of parking control itself are :

- 1) Prevent vehicle flow bottlenecks.
- 2) Reduce accidents.
- 3) Make more effective use of parking spaces.
- 4) Preserve historical objects, if they are in a city with high historical value.
- 5) Acts as a limiting mechanism for road use in congested areas.

Today even parking controls are the only method of restricting vehicle movements that a comprehensive and integrated transport system planner can employ. In the past, parking controls were applied primarily to reduce vehicular congestion and to allow roads to better meet traffic demand, by replacing on street parking with off street parking.

Parking controls have been used to influence urban demand, discouraging people from travelling by car and diverting them to use public transport. To date, however, the prevention of car journeys has not been applied to all vehicles, only to those who do not need a car. A person who only drives his/her vehicle for a short time to work with a vehicle occupancy rate of 1.5 persons per car, and then leaves the vehicle for a long time, needs to be prevented from travelling in his/her personal vehicle. For those who travel and park, prevention is not carried out.

So the objective of parking policy in the city centre is to increase short-term parkers (e.g. shopping parkers) and discourage long-term parkers (e.g. commuters).

C. Demand Control

When the demand for parking has exceeded the supply of parking spaces, which is characterised by a large number of offences against parking in places where double parking should not be allowed. The main control that has been discussed so far is that of space. However, price and cost are also important as these controls can be used together to match the supply of available parking spaces to demand. Parking is controlled through a combination of space, time and cost restrictions. Time and cost controls are concerned with balancing supply, demand and repayment of the financial investment in infrastructure and maintenance. The restrictions that can be imposed are

1. Restrictions on the location/place of vehicle parking, primarily intended to control the flow of private vehicle traffic in a particular area or to free a particular area/corridor from vehicles parked on the roadside for traffic flow reasons.
2. Restriction of parking time in a certain corridor, e.g. a corridor during the morning rush hour should be free of parking because the parking space is used to channel traffic flow.

3. Setting the optimal parking tariff so that local revenue can be optimised while traffic flow can still move smoothly.
4. Parking time restrictions are usually realised by setting progressive tariffs according to the length of time parked.
5. Restrictions on the issuance of parking permits.
6. Time restrictions on parking access

➤ **Public Park**

Public parking is parking that uses land, roads and fields that are owned/ controlled and managed by the local government. This public parking lot uses part of the public road controlled or owned by the government which includes part of this public parking lot is parking on the side of the public road.

➤ **Special parking**

Special parking is parking that uses land that is not controlled by the local government which is managed by other parties in the form of business entities or individuals. This special parking is in the form of motorised vehicles with a permit from the local government. Included in this type are parking buildings, parking equipment, free parking spaces and garages. A car park is a parking space in a building or part of a building or part of a building. Parking equipment is a car park that does not charge fees from the owners of vehicles parked at a location. Vehicle storage or garage is a place/building or part of a building owned by an individual, local government or legal entity that is intended as a place to store motorised vehicles by charging fees/rent and by being organised on a permanent basis.

CHAPTER III RESEARCH METHODS

Qualitative research type through Phenomenological approach

DISCUSSION

A. Economic behaviour of parking attendants in Makassar city

The increasing use of vehicles and people's activities from one place to another increases the community's need for parking space. Because the vehicle is not always moving, there are times when the vehicle stops, making the parking space the most important element in transport. The profession of Parking Juru (jukir) actually helps motorists in parking their vehicles. However, this profession often invites ridicule and is looked down upon, but still this profession remains a land of struggle, so that there is a division of power among the parking attendants themselves. Due to the harsh living conditions, lack of jobs and supported by the low education level of the community, many people choose to work as parking attendants. Many parking attendants think about how to survive in order to meet the needs of their lives and their families. The determination to survive requires them to become parking attendants.

As we can see, the job of a parking attendant is not an easy one. Among vehicle owners, some care about the fate of parking attendants and some do not care at all about the fate of parking attendants, do not want to pay for parking. For parking attendants, the heat of the sun or rain is not an obstacle and must be passed by parking attendants so that the parking deposit that has been set can be fulfilled. Parking attendants can be identified because they have their own characteristics wearing orange vests with the word "parking attendant" on the back, carrying whistles and tickets. They carry out their activities every day to fulfil their daily needs, as well as setting aside to be deposited with the manager every day.

Many parking attendants think that it is better to be a parking attendant than to have to beg, cheat or steal. But in reality there are also many parking attendants who commit fraud. If there is a vehicle

parked, the unscrupulous parking attendants do not give tickets but still ask for the parking fee to be put in their own pockets. As underprivileged citizens, many parking attendants hope that parking managers will reduce the burden of targeted deposits so that the rest of their income can be used for daily living needs. The current condition of on-street parking is still very miserable, partly because of inadequate supporting facilities such as parking signs, parking marking lines, parking levy tariff boards and not yet optimal parking collection systems and weak supervision, suboptimal human resources and many thugs, supervision has not supported.

The impact of these conditions makes service to consumers who own vehicles low and the image of the Parking Implementation Unit deteriorates. In addition, economically, our parking has tremendous potential, but it has suffered as a result of mismanagement. Not all parking spaces are officially controlled, so there are often unofficial parking attendants who collect all their income into their own pockets, although it is not uncommon to find official parking attendants who sometimes put some of their income into their own pockets. In large car parks, parking is sometimes organised by several people managed by a local hero or thug. It is not uncommon for disputes to occur between parking attendants over the area or areas they control. Supervision is important in collecting revenue from official parking attendants, to get a range of targets to be achieved it is necessary to calculate from parking turnover data in one day, so that the estimated revenue in one day is the number of parking spaces multiplied by parking turnover multiplied by parking rates. The more visitors that come, the higher the number of vehicles that crowd the city streets.

This situation makes the city traffic congested with road users and is very risky for accidents. In response to this, it can be predicted that the existence of parking will also increase. So in this case, every vehicle or conveyance that moves on the road must require certain land for parking purposes. Therefore, an effective parking arrangement is needed by managers and official parking actors for the convenience of both parking service users and for the smooth flow of traffic. As the development of the economy in Makassar City develops, the community will also experience changes. These changes are made to adapt to the circumstances of the environment. One of the consequences of economic progress in Makassar is parking. We can see that in Makassar City, parking problems are often ignored by investors. So that parking spaces appear on the side of the road. The emergence of parking spaces here is an adaptation of the economic progress in Makassar. The emergence of parking spaces is a community adjustment to its environment due to changes.

In the parking space, parking attendants also experience a pattern of adjustment to their workplace. Previously, parking attendants who originally worked as odd-jobbers or unemployed. And now get a job as a parking attendant. With this change, the parking attendant here will experience changes in his life. So the parking attendant here also experiences adaptation as a form of self-adjustment as a parking attendant, in order to continue to exist in work. Researching the problem of roadside parking is indeed very interesting because we do not know what is happening in the parking space. If we examine further we can reveal the meaning that exists in the parking space. In addition, without realising it, the parking space here is also one of the causes of conflict. It is no wonder that roadside parking has created a negative stereotype for the community.

B. Economic welfare of parking attendants in Makassar city

The life of a parking attendant can be a reflection of the social reality around us. Although the job of a parking attendant is sometimes considered a lowly or unimportant one, in reality, they play a

significant role in facilitating mobility and daily activities in the neighbourhood. On the one hand, the life of a parking attendant is often filled with economic challenges and limitations that hamper their welfare. The wages received are often minimal, and are not accompanied by adequate health facilities, protection, and social security. In addition, parking attendants are often forced to work in unsafe and uncomfortable conditions, such as having to stand in the hot sun or in harsh weather conditions.

On the other hand, the life of a parking attendant can also be seen as a form of struggle to make a living. Despite lacking formal education, parking attendants often have skills in organising parking spaces, managing traffic, and interacting with motorists. These skills have been proven to generate adequate income for them. However, the life of a parking attendant can also provide opportunities for them to expand their social networks and build trust with their neighbours. In carrying out their duties, a parking attendant often has to interact with many people, both motorists and pedestrians. Interactions that are conducted in a positive and friendly manner can have a positive impact on their self-image and reputation.

In this case, as a society, we can help improve the living conditions of a parking attendant by giving them proper recognition for their services, such as providing adequate tips or providing simple facilities such as a seat or umbrella while on duty. In addition, we can also advocate for their rights as informal workers to get proper protection and social security. The lives of parking attendants can be an interesting topic to discuss as it is one of the most common jobs in many cities around the world.

C. Challenges faced by parking attendants in their daily activities in Makassar city

1. Income

Parking attendants usually don't have a fixed salary, but they earn income from tips given by drivers. This makes parking attendants' income very unstable, depending on how many vehicles are parked and how many tips are given by drivers.

2. Working hours

Parking attendants usually work for long hours outdoors and often under unfavourable weather. They also have to work at night and on holidays.

3. Social acceptance

The job of a parking attendant is often looked down upon by society and sometimes met with disrespect from drivers and others. This can lead to feelings of discomfort and disrespect.

4. Safety risks

Parking attendants often operate in dangerous environments such as busy roads. They may also be subjected to criminal acts such as robbery or physical assault.

5. Environmental influences

Parking attendants often work in dirty and unhealthy places. This can take a toll on their physical and mental health.

While there are some challenges and risks in the life of a parking attendant, many parking attendants stick to their jobs and take advantage of the opportunity to interact with people and make money. It is important to be mindful of the circumstances and treatment they receive and honour the profession.

CHAPTER IV CONCLUSION

The activity of parking attendants is a service activity that contributes in terms of increasing one's income in order to meet the needs of the family, the parking attendants, in reality the activities of the parking attendants are not permanent jobs because 90 percent of the community makes it as a side activity that cannot be expected to last long, the parking attendants have a considerable role in facilitating mobility and daily activities in the surrounding environment. On the one hand, the life of a parking attendant is often filled with economic challenges and limitations that hamper their welfare. The wages received are often minimal, and are not accompanied by adequate health facilities, protection, and social security. In addition, parking attendants are often forced to work in unsafe and uncomfortable conditions, such as having to stand in the hot sun or in harsh weather conditions.

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