THE INFLUENCE OF AGE, WORKING HOURS, ONLINE OJEK RATES POLICY AND EDUCATION ON INCOME LEVELS OF GRABBIKE DRIVERS IN MEDAN EAST SUBDISTRICT IN THE PERSPECTIVE OF ISLAMIC ECONOMY

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ABSTRACT

The aspects of the problem studied by the author are regarding the influence of Age, Working Hours, Tariff Policy and Education on the income of grabbike drivers in East Medan District. The purpose of this study is to determine the effect of age, working hours, tariff policies and education on the income level of grabbike drivers, this study uses a quantitative approach. Data collection was carried out by distributing questionnaires using non-probability sampling techniques with accidental sampling methods for 80 respondents and the results of the questionnaires were received back for processing. The data were analyzed using SPSS 25. The results of the research based on the t test showed that age, working hours, tariff policies and education had a positive and significant effect on the income of grabbike drivers in Medan Timur District.

Keyword: *Age, Working Hours, Tariff Policy, Education, Income*

PENGARUH USIA, JAM KERJA, KEBIJAKAN TARIF OJEK ONLINE DAN EDUKASI TERHADAP TINGKAT PENDAPATAN PENGEMUDI GRABBIKE DI KECAMATAN MEDAN TIMUR DALAM PERSPEKTIF EKONOMI SYARIAH

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ABSTRAK

Aspek-aspek masalah yang diteliti oleh penulis yaitu mengenai pengaruh Usia, Jam Kerja, Kebijakan Tarif dan Pendidikan terhadap pendapatan driver grabbike di Kecamatan Medan Timur. Tujuan dari penelitian ini yaitu untuk mengetahui pengaruh Usia, Jam Kerja, Kebijakan Tarif dan Pendidikan terhadap tingkat Pendapatan driver grabbike, penelitian ini menggunakan pendekatan kuantitatif. Pengumpulan data dilakukan dengan penyebaran kuesioner dengan teknik non-probability sampling dengan metode accidental sampling sebanyak 80 responden dan hasil kuesioner diterima kembali untuk diolah. Data dianalisis dengan menggunakan SPSS 25. Hasil penelitian berdasarkan uji t menunjukkan Usia, Jam Kerja, Kebijakan tarif dan Pendidikan berpengaruh positif dan signifikan terhadap pendapatan driver grabbike di Kecamatan Medan Timur. Berdasarkan uji ANOVA, F-hitung diperoleh sebesar 99,046 lebih dari F-tabel 2,49, disimpulkan bahwa Usia, Jam Kerja, Kebijakan Tarif dan Pendidikan berpengaruh secara simultan terhadap pendapatan driver Grabbike di Kecamatan Medan Timur.

Kata Kunci*: Usia, Jam Kerja, Kebijakan Tarif, Pendidikan, Pendapatan

INTRODUCTION

The rapid advancement of technology that follows human demands, transportation is a very important tool for its existence and even a necessity. Individuals must use technology as effectively as possible because as seen by the development of the internet-based technology era, it has become a necessity for some people. Technology is now an integral aspect of many human activities around the world. Technology is not only a necessity for humans but also an important part of every aspect of their daily life including transportation. Indonesia has a variety of transportation services, one of which is Grab, Grab is one of the most used applications today with various services including food delivery (Grabfood), motorcycle taxi (GrabBike), cars (GrabCar), courier (GrabExpess) and Grabtaxi.

Online motorcycle taxi services such as Grab are new innovations that create many job prospects apart from functioning as a mode of transportation. Due to the favorable salary distribution of 80% for drivers and 20% for grab companies, more and more people or those who currently have a job are registering as Grabbike drivers. As a result, many people started working as drivers as side jobs and permanent jobs for some people, especially those in the East Medan District.

The initial income earned by Grab drivers was quite tempting, but along with Grab's popularity and the emergence of new competitors, such as Gojek and Maxiem, Grabbike drivers' income has decreased. In this case, age affects the level of income. If someone is in good health, their age can be used as a standard to evaluate their performance at work. Working hours can also affect the income level of grabbike drivers, working hours are the time allotted for doing work. Companies are free to set tariffs at Grab because the government does not have a policy governing online motorcycle taxi rates.

The problem with the income of grabbike drivers is that there are more young drivers than old ones, some drivers who are old age cause their productivity at work to decrease, besides that the working hours of drivers are from morning to evening and some even late at night and some drivers are working full time and some part time resulting in different incomes, another problem is that grab rates go up and down making consumer interest decrease and consumers compare rates between grabs and other online motorcycle taxis so that it has an impact on grab driver income, when workers' education is high then their income will increase however, income grab drivers depend on how their performance is at work.

METHODS

The approach used in this research is quantitative and is a field research. The sampling technique was carried out randomly, data collection used a research instrument, data analysis was quantitative in nature with the aim of testing the established hypotheses. In this study, two types of research variables that are different from the dependent variable and the independent variable are used. The type of data used in this investigation is primary data. Primary data is information that is collected or obtained by researchers or those who need it directly from the field. The location in this study was East Medan District, the population taken was 800 population, namely the people of East Medan District who worked as GrabBike Drivers and 80 respondents who would be sampled for this study. This study used a questionnaire technique to collect data, which involved asking participants several written questions and gathering their answers. To measure how individuals or groups of people feel about social issues, a Likert scale was used. The use of multiple linear regression models partially or simultaneously applies a number of tests, such as data quality tests, assumption tests and hypothesis testing. This analysis uses multiple linear regression to predict the value of the dependent variable when the value of the independent variable increases or decreases. It also establishes the relationship between the independent and dependent variables determining whether there is a positive or negative correlation between each of the independent variables

RESULT AND DISCUSSION

To ensure that a variable can be considered valid, a validity test is carried out on the tools used to assess the feasibility of each question item. To find out the validity of each statement item in this study, the researchers in this study gave questionnaires to 80 respondents who were Grabbike drivers in East Medan District. This can be seen in the calculated r column and r table, where the statement is considered valid if r count > r table. The value of r table is 0.2199 with the value of r count alpha = 0.05 and degrees of freedom df = n-2 = 80-2 = 78.

Table 1
Validity test

Variable	Items	Corrected Item Total Correlation (r count)	r Table	Information
Age (X1)	X1.1	0.728	0.2199	**Valid**
	X1.2	0.722	0.2199	**Valid**
	X1.3	0.682	0.2199	**Valid**
	X1.4	0.619	0.2199	**Valid**
Working Hours (X2)	X2.1	0.593	0.2199	**Valid**
	X2.2	0.475	0.2199	**Valid**
	X2.3	0.797	0.2199	**Valid**
	X2.4	0.820	0.2199	**Valid**
Tariff Policy (X3)	X3.1	-0.009	0.2199	**Valid**
	X3.2	-0.030	0.2199	**Valid**
	X3.3	-0.008	0.2199	**Valid**

	X3.4	-0.009	0.2199	**Valid**
	X3.5	0.1	0.2199	**Valid**
Education (X4)	X4.1	0.812	0.2199	**Valid**
	X4.2	0.775	0.2199	**Valid**
	X4.3	0.642	0.2199	**Valid**
	X4.4	0.474	0.2199	**Valid**
Revenue (Y)	Y. 1	-0.033	0.2199	**Valid**
	Y.2	-0.209	0.2199	**Valid**
	Y.3	0.010	0.2199	**Valid**
	Y.4	0.119	0.2199	**Valid**
	Y.5	0.237	0.2199	**Valid**
	Y.6	0.1	0.2199	**Valid**

Table 1 aboveshows that r count > r table, it can be concluded that each question item in this study is said to be valid.

When conducting reliability tests, cronch alpha > 0.60 is usually used to determine whether the responses given by respondents can be trusted. The results of the reliability testing of this study are as follows:

Table 2
Reliability Test

Variable	*Cieffcient Reliability*	*Cronbach's Alpha*	**Information**
Age (X1)	4 question items	0.628	reliable
Working hours (X2)	4 question items	0.604	reliable
Tariff Policy (X3)	5 question items	0.636	reliable
Education (X4)	4 question items	0.626	reliable
Income (Y)	6 question items	0.601	reliable

Each variable has a Cronch Alpha > 0.60, as shown in table 4.5. Thus, the variables Age, Hours of Work, Tariff Policy, andEducation can all be trusted, so this research instrument is appropriate to be used as a variable in measuring this research.

The t or partial test is generally used to determine the effect of the independent variable (X) partially having a significant effect on the dependent variable (Y). The significance level used is 0.05 or 5%. The results of the t test of this study are as follows:

Table 3
Partial Test (t)

Coefficientsa				
	Unstandardized Coefficients	*Standardized Coefficients*	*t*	*Sig.*

B	std. Error	Betas		
2,947	1,289		2,285	.025
-.119	.049	-.113	-2,405	.019
-.225	.107	-.186	-2,089	040
.216	048	.224	4,478	.000
1,344	.112	1,029	11,975	.000
a. Dependent Variable: Income				

Based on the t table value of 1.99210, df = 80-5 = 75, meaning that the df value is 75 and is equal to 5% or 0.05.

Simultaneous test (F test) is used to determine whether the variables age, working hours, tariff policies and education on the dependent variable, namely income. Ftable value of 2.49.

Table 4
Simultaneous Test

ANOVAa

Model		Sum of Squares	Df	MeanSquare	F	Sig.
1	Regression	692,463	4	173,116	99,046	.000 b
	residual	131,087	75	1,748		
	Total	823,550	79			
a. Dependent Variable: Income						
b. Predictors: (Constant), Education, Tariff Policy, Age, Working Hours						

The Fcount value is 99.046 and the significance value is 0.000, according to the findings of the F test hypothesis test discussed above. With a significance level of 0.000 to 0.05, it is clear from this test that factors such as age, working hours, tariff regulations, and education affect the income of grabbike drivers in East Medan District.

The coefficient of determination has a value between 0 and 1. The capacity of the dependent variable is greatly limited by the low value of R^2. Nearly all the information needed to predict the fluctuations of the dependent variable can be found in values close to the one independent variable.

Table 5
Determination Test (R^2)

Summary model b

Model	R	R Square	Adjusted R Square	std. Error of the Estimate

1	.917a	.841	.832	1,322

a. Predictors: (Constant), Education, Tariff
Policy, Age, Working Hours
b. Dependent Variable: Income

From the table above it is known that the value of the coefficient of determination R2of 0.841 or 84.1% and the remainder (100% - 84.1%) = 15.9% is influenced by other variables not included in this study.

Based on the results of the study, it was found that the probability value of the Age variable was 0.019 <0.05. It can be concluded that the age variable affects the grabbike driver's income, these results are in accordance with the hypothesis accepted in this study.

This research is in line with research on income (Martini Dewi, 2019). The findings of this study further support the notion that age affects Grabbike drivers' salaries.

Age can be used as a benchmark or benchmark in doing work. If someone is in the productive age range, most likely he will be able to perform effectively and optimally, and vice versa. The age of the drivers in this study, ranging from 18 to 55 years, are still productive, ensuring that the income of drivers of various ages is sufficient to meet the demands of individuals and families.

The regression results show that there is a positive and significant effect of the variable Working Hours on the income of grabbike drivers, with a significance value of 0.40 <0.05. It can be concluded that the variable working hours affects the income of grabbike drivers. This is in accordance with the hypothesis accepted in this study.

The findings of this study are in line with Rahmawati's research (2018) which found that the number of hours workers spend driving has a positive and substantial impact on their income.

Hours worked are a measure of how much time a person spends at work. They can be done day or night, and the distribution of hours worked among different drivers affects earnings because the more hours worked the more income generated.

The results of the data analysis show that there is an influence between the tariff policy on the income of grabbike drivers, which can be seen in the significant value of the tariff policy of 0.000 <0.05, so it can be concluded that the tariff policy variable has a positive and significant effect and the hypothesis is accepted. This means that the tariff policy has an influence on the income of drivers at work.

The findings of this study corroborate a study by (Arifin, 2020), which found a positive relationship between tariff policy and income opportunities, with higher income potential being associated with lower tariff offerings. The company's pricing strategy is based on how far drivers have to go to pick up passengers; the farther the driver has to travel from the passenger's order, the more the driver will be paid. so that the tariff policy variable affects the income of grabbike drivers.

The results of the data regression analysis show that there is an influence of education on driver income, which can be seen in the educational significance value of 0.000 <0.05. So it can be concluded that the education variable has a positive and significant effect, and the hypothesis is accepted.

This study validates the findings (Anggra, 2015), which shows that formal and informal education have a positive effect on income. The research hypothesis, which states that education affects drivers' income, is also supported by research data.

CONCLUSION

Based on the results of research findings and discussion of the effect of age, working hours, tariff policies, and education on the income generated by Grabbike drivers in East Medan District, as follows:

1. In Medan Timur District, Age has a beneficial effect on the income of Grabbike drivers. This suggests that an individual's age can be used as a yardstick when examining their actions at work and that if they are within the productive age range, they are more likely to perform effectively and to their full potential.

2. In Medan Timur District, the number of hours worked has a good and quite large effect on the income of ojek drivers. This implies that drivers who spend more time and work longer hours will receive more orders or passengers which will increase their income.

3. The Grabbike tariff policy in Medan Timur District has a positive and significant effect on the tariff policy. This implies that the lower the tariff offered the greater the opportunity to earn revenue.

In Medan Timur District, education has an impact on the income of motorcycle taxi drivers. The value of a person's time increases with their level of education, and those with more expensive time often substitute their free time for work.

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