



## ASSESSING GENDER EQUALITY IN EDUCATIONAL OPPORTUNITIES: A STUDY OF FEMALE ONLINE MOTORCYCLE TAXI DRIVERS IN MALANG CITY

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**Abstract:** This study explores the fundamental aspects, issues, objectives, methodology, findings, recommendations, and suggestions related to gender equality in educational opportunities for female online motorcycle taxi drivers in Malang City. The emergence of women in this profession has seen a substantial increase since 2016, coinciding with the growth of online transportation services. Utilizing a case study approach, the research reveals that the rationale behind women choosing this profession extends beyond economic considerations to encompass social dynamics and a shift in gender roles. The findings emphasize the need for jobs that go beyond economic requirements, highlighting the evolving roles of women in society. The study suggests that policymakers focus on labor laws, especially those aligned with the challenges posed by the fourth industrial revolution. The recommendations aim to address the complexities surrounding gender equality in educational and employment opportunities for female online motorcycle taxi drivers.

## Introduction مقدمة

Responding to the existence of online motorcycle taxis in the city of Malang cannot be separated from a debate about the benefits of an online-based transportation existence that has been widely felt. Applications that are quite popular among the public are Grab as an applicator made in Malaysia and Gojek as an applicator made by Indonesian children with Nadiem Makarim and Michaelangelo Moran, Rifaldi as the retainer. This Gojek and Grab online transportation application is one of the applicators that uses the concept of Big Data as a basis for work or blue print. The Gojek and Grab applications in Malang City began their activities and began to reach their peak in 2016, with the many facilities provided by the Grab and Gojek applications such as delivery services and providers of food and ticket purchase services, including other goods delivery services (Nugroho, 2016). In addition, when compared to other conventional transportation, conventional fares often "fake" tariffs beyond the limits determined by the Department of Transportation. This is reinforced by the Indonesian Consumer Foundation (YKLI) Survey which reveals the reasons why people choose application-based transportation consecutively as follows, namely cheap (84.1%), fast (81.9%), comfortable (79%) and safe (61%). The development of online transportation also brings social changes to the user community.

The social system and habits of the community have also changed along with the application that makes it very easy for millennials in Malang City. Many culinary businesses have joined these two applications to support their business development. The requirements to join as a partner of the two applications also do not require too much capital. Along with the rapid development of users of the two online transportation applications, drivers or online drivers from year to year continue to experience growth. Not only dominated by Adams, women began to participate in business partnerships run by these two large applicators. The initial search recorded more than 500 female drivers in 2016 who registered to become partners of both Gojek and Grab in Malang City. The reasons are different. Economic reasons are not only the main reason for female drivers to choose jobs as ojek drivers. As an issue feminisme, This is very interesting to discuss and discuss, considering the stereotype that is still deeply rooted in society is that women are not suitable for working on the streets or fieldwork that prioritizes physical.

Emancipation that continues to be polished, will continue to encourage women to continue to fight for equality with men (Verastiwi, 2018). It could be argued that economic factors are no longer accepted as initial theses. The concept of women's independence is also through a profession that she has done. The fundamental problem that arises is how women who work as drivers in online motorcycle taxis construct themselves in society. It is true, that women need actualization and existence as part of the struggle of life.

The facts that emerge in the field are often that female online motorcycle taxi drivers prefer to give in than male online motorcycle taxi drivers. This can be understood when seeing in a place or *mangkal* is dominated by men, so slowly the female online motorcycle taxi driver is reluctant to participate because he realizes his capacity as a woman and also feels uncomfortable with tweets and even temptations given by male friends who are in the same profession as him (Perguna, 2019). Often female online motorcycle taxi drivers also get disrespectful treatment, fun and even have led to symbolic violence both verbal and non-verbal. Assistance is also widely carried out as a form of strengthening the role of women in the context of the online motorcycle taxi profession. Women in this context are often victims of social constructions created by society that female objects are weak figures and objects of violence.

## Method | منهج

This research uses a case study approach. The case study felt appropriate for research that had limited time and uniqueness with the need for in-depth data analysis on gender studies in this female online motorcycle taxi profession. The selection of the case study method will be able to reveal in depth with limited time (Qoriah, 2008). This research is divided into 3 stages, namely observation, interview, and documentation. The primary data from this study is the result of direct interviews with female drivers from *Grab* and *Gojek*. While secondary data supports this research such as literature books and screenshots obtained from social media forums between fellow *Gojek* and *Grab* drivers

in Malang.

This research took place in Malang City, precisely in the area around Batu City, Klojen, Sukun and Blimbing. Grab and Gojek applicator schemes also have more intensity in this region. In addition, users of this type of applicator are also mostly in the area. The focus of the selection of research subjects is female drivers who are active in carrying out their profession as an online motorcycle taxi driver.

Basically, choosing with the aim of digging data will determine the quality of the data obtained in the study. Mining data is done with depth interviews that produce accurate data and can be accounted for by the data triangulation process. The triangulation process is carried out during Focus Group Discussion (FGD).

## Result | نتائج

Women's Online Ojek and Productivity in Malang City For most women who work as online motorcycle taxis in Malang City, this profession is a "shortcut" for women who want to earn a decent income with requirements that do not require higher education, becoming online drivers. From the data found that users of online transportation applications in the city of Malang continue to increase almost close to 80% every year. This has encouraged Grab and Gojek to add more driver-partners.

The increase in partners served should also be accompanied by an increase in the number of drivers. The increase in the number of drivers not only for men but also for women continues to grow. This was agreed by Teguh, one of the officers from Grab Malang office, who said the increase in the number of female drivers, especially in Malang city, increased by almost 200%. This growth is understandable because of the social setting of Malang Raya which is known for its variety of destinations.

As a city of education, Malang has three public campuses and several scattered private campuses. Batu City as a tourist city also spoils with magnificent and contemporary tourist attractions. This attractive destination has become a magnet in itself and in turn raises the rational choice of consumers in supporting their daily activities and leisure activities to choose to use online-based transportation rather than conventional ones. Assessing the best-selling of Grab and Gojek applications in Malang City encourages some women to switch and become partners of Grab and Gojek.

The encouragement to become a Grab and Gojek driver is also supported by the ease of how to register from these two applications, which in turn has made the increase in female online motorcycle taxi drivers. For women, being a female online motorcycle taxi driver does not require such requirements It is difficult to engage in this profession. In addition to being physically qualified, this job requires tenacity and diligence in carrying out work. In fact, they are very engaged in the profession of being an online motorcycle taxi driver from the results of interviews conducted by the author, there are

at least three typologies of female online motorcycle taxi drivers from the type of work or model they work on every day.

First, there are those who focus on delivering passengers only. Others choose to deliver goods, and finally there are also those who choose to deliver food or drinks only. These three typologies are also based on the rationality of women ojek drivers, all three of which are also supported by different application modes from one type to another. If you want to get a large amount of cash, then online drivers prefer to do grab bike or go ride which means included in the first typology.

The reason is simple, because this type of order is more in demand, faster in getting money and immediately when it is received by the driver than the other two types. In addition, applicator partners can choose the determined tariff according to the agreement between partners and consumers with offline methods which means without using the application. For female drivers, one of the obstacles that arises is that when they get male passengers, both female drivers and passengers become uncomfortable and even tend to be uncomfortable.

In general, female online motorcycle taxi drivers do a tactic by asking passengers in advance whether they are willing to be driven by female online motorcycle taxi drivers, or she will drive herself with the position of the driver who changes roles as passengers. The rationality for choosing this typology is that they focus on relying on incentives provided by the applicator. The choice of female drivers in this type is not without reason. In this study, it is very rational to conclude that female online motorcycle taxis more often choose this method, the reason is that when compared to delivering passengers and goods, food delivery activities do not require more physical such as delivering passengers and goods. This is because drivers can wait for incoming orders not by going around but staying in restaurants that partner with Grab and Gojek.

This study reveals that the female online motorcycle taxi profession is a profession that is classified as a profession that can make money without requires higher education to fulfill it. From interviews with several female online motorcycle taxi drivers, they have an average income of Rp.80,000 to Rp.150,000 per day, depending on the intensity of orders they receive on that day. That number is clearly large with no official education to be had.

Although relatively large, there is also disappointment among female drivers because some decisions of the management are not pro to drivers and often change. For example, one of them is related to the decision to increase the income incentive target imposed by the applicator. Also, sometimes the management often changes the incentive scheme.

For example, the incentive scheme applied by one applicator is relatively different, adjusting to the area where the applicator is running. This scheme began in 2017 and until now still often changes the incentive scheme itself. Also, the development of use and the

increase in drivers is used as a reference for the applicator to adjust revenue from the company. This incentive is an additional income from management to driver-partners. Changes in incentives also depend on policy changes that also occur frequently and differ each year. With this concept, the income of ojek drivers can get up to Rp.300.000,/- day. But gradually, the policy changed by using the diamond scheme.

Even some female ojek drivers claimed to lose money with management policies that changed the scheme. With the same income per day, what drivers get being much different between incentive schemes and diamond schemes, incentive schemes are 100% larger than diamond schemes. If you look at the gender perspective in analyzing women's functions, the focus on reproductive functions is to see the problem of how women divide their time with their families.

The context in the case of this article is how female motorcycle taxi drivers divide their time and adjust to their jobs as female field workers. Briefly, it was found that most women who work as online motorcycle taxi drivers divide their time by starting work in the morning after they finish their domestic work such as washing, cooking and others. This female online motorcycle taxi driver usually starts her domestic work in the morning after dawn and not infrequently before.

Usually at 06.00 they are ready to carry out their public activities to become online motorcycle taxi drivers. Their rational choices vary, some take advantage of the moment when school children go to school, and some take advantage of the time once a while to take their children. And some do take advantage of that time while buying other necessities. There are women who become this profession as the main profession, or there are also those who fill their spare time by becoming ojek drivers.

For them, the most important thing is that women can divide their time between domestic work and public work. In a gender perspective, women should be positioned as those who should get equal equality, namely a matter of time with men. The percentage of women's working hours in a day also varies, some range from 7-9 hours. Some even spend more than 12 hours as online motorcycle taxi drivers.

From the search results, almost 65% of online motorcycle taxi drivers choose a full-time job rather than a part-time job. The reasons also vary, besides they find a match with the profession they do, they also find their own satisfaction through the work of online motorcycle taxi drivers.

The match arises from several factors ranging from their hobbies as bikers, the pleasure of making new friends, to filling their free time to relieve fatigue. Some female online motorcycle taxi drivers revealed that by driving on the highway, they have the opportunity to eliminate boredom due to heavy responsibilities in the household. In this gender study, it is focused on how the female driver constructs herself in society towards her profession and the problems that arise as a consequence of work. For female online drivers, of course, she will face a problem in carrying out their work.



## Discussion | مناقشة

### Types of Cases

#### *Sexual Harassment*

Action This problem is not widely encountered, but still this will be a serious problem, for example when a female online motorcycle taxi driver carries passengers, but she gets unpleasant treatment such as touching her limbs and attaching male genitals to the back of the driver, but the perpetrator is still a minor and the driver if dropping off the passenger is not in place will get a suspension penalty. Usually this settlement the driver reports to the Grab office to take action to the passenger who did so.

#### *Verbal Sexual Abuse*

This problem is most common, usually done by fellow drivers or even with customers. The shape is various such as the ledean "Long time no see, your ass looks sexier" Or what is usually done by passengers is "oh, if I hold it wrong in the wrong part, how can you?" or the ledean "Is your husband unable to provide more income?" Of course, for drivers who do not dare to resist or give action to the perpetrator, it will result in drivers will be depressed in carrying out their work.

#### *Fictitious Orders*

The real problem does not really have an impact on the Type of Case Explanation but for new female online motorcycle taxi drivers Getting started will certainly make things complicated. There are a few drivers who complain about fictitious orders in grab food at selected restaurants, if the driver forgets to move the balance from the cash wallet to the account, the balance that goes into the credit wallet or deductions for drivers who have completed the order, the money will not be disbursed to the account. For the applicator itself, there is also no other type of replacement.

#### *The Street is an Area of Masculinity*

For female motorcycle taxi drivers, the streets are the number one killer in the world. The ability of female drivers in riding motorcycles is also not as strong and tough as men.

#### *Poor customer assessment*

Although female online motorcycle taxi drivers have tried well in carrying out their work, but not in the eyes of customers. In fact, not a few customers give bad grades to female drivers

#### *The Rise of Violence and Counterfeiting from Opang*

Base motorcycle taxis often carry out counterfeiting that ignores the rules. Female online motorcycle taxi drivers have been victims faced with helplessness Table 3. Cases experienced by female online motorcycle taxi drivers from table 3 see that gender cases

experienced by female online motorcycle taxis are a form of women's helplessness due to dominance carried out by men. Women are faced with socially constructed injustices against the stigma that women are objects of violence. Although the incidence of the online motorcycle taxi case of gender casuistic women is not so visible and exposed to the media, the case still exists and needs to be dictated so that it does not become a social problem.

### **Gender Social Construction of Women's Online Ojek Profession**

In this study, the social constructs that build stigma and gender stereotypes to the online motorcycle taxi profession are positive. The community does not view the female online motorcycle taxi profession as a negative thing, instead the community views the female online motorcycle taxi profession as a must in this 4.0 industrial revolution era. Some women cannot use GPS and Maps applications on their cellphones with the existence of women's online motorcycle taxi profession, they become technologically literate towards applications that are usually only understood by men.

The stigma of women not being technologically literate and cannot master the liquid streets through this online motorcycle taxi profession. According to developments, the applicator, especially Grab, made several policies, namely among female drivers, they will get passengers more often or customer woman. This impact is the thesis of this research.

The applicator has begun to pay attention to the social impact of the existence of the female online motorcycle taxi profession which continues to grow and will continue to grow. In addition to this impact, competitors from Grab and Gojek also make online motorcycle taxis with the "syar'i" method as an implication of the biased need for female online motorcycle taxi drivers.

For example, grab and gojek applicators are sharia jek. Sharia jek applicator is a type of grab and gojek which is relatively new. The existence of the female online motorcycle taxi profession greatly gives a positive bias towards the need for the availability of female online motorcycle taxi drivers on this online-based public transportation. Most women and children will feel comfortable if they are carried by a driver of the same sex. In addition, female consumers also feel comfortable when riding on the back of fellow women for the reason of being more careful in driving.

In addition, some feel happy because the symbol of the female online motorcycle taxi profession is a form of independence struggle for women to survive in this era that requires creativity. In March 2019, Grab and Gojek driver associations throughout Malang united to hold a demonstration demanding the implementation of fare increases. The role of female online motorcycle taxi drivers in the sustainability of the driver's struggle demands a very central tariff increase.

In the position of conveying the aspirations of the female figure, it becomes the center of attention and becomes the calculation of the applicator. Women are symbols of

the feminist power of a movement. But, like a double-edged knife, the other side of the driver demands that their welfare be fulfilled by the applicator, on the other hand, if the tariff has increased, the customer will object and can switch to conventional transportation again. This study continued on August 12, 2019 that the decree of the minister of transportation to increase online motorcycle taxi tariffs by 100% this tariff was felt to be very burdensome for consumers. and resulted in a lack of orders. For Gojek and Grab, it would be nice to pay more attention to life and protection for the female online motorcycle taxi profession. Women are not only a tool for promotion but must be protected rights.

### **The Social Construction of Gender**

The role of social science must make gender in the lens of third sex, Muqoyyin (2013) views gender as not only from physical abilities. The point of this case is that women's online motorcycle taxis are not an object of study to further create a gap between men and women. But creating shapes social protection and real social contribution. Supporting the following statement is Irwan (2003) suggesting the gender context as a sociocultural construction that distinguishes sex.

The sociocultural role in reducing the dividing line between the concept of male and female online motorcycle taxis can be minimized. Assuming that female online motorcycle taxi drivers are a matter of correcting stereotypes circulating in society that the ojek driver profession is a profession that is not suitable for women because of physical limitations. The market segmentation that has been circulating in the community that female online motorcycle taxi drivers are not to be pitied but their position must get legal protection or impartial social construction. Quoting what Fatimah (2012) said that the weakening of local institutions will result in the weakening of people's control over the State.

According to her, the prominence of symbols about women in a patriarchal perspective created by the State is camouflaged to create a paradigm that the State protects women's rights, but actually weakens the context of the role of women themselves, especially in the public sector Figure 3. Core Chart of findings from gender studies in women's motorcycle taxi professions Understanding and norms of social construction of gender is the process of forming norms.

As long as it views equality that female drivers are equal to men. Minimizing crimes against women certainly starts from normative understanding of the gender context in the profession. Foucault also argues that the culture is formed in an understanding and rationality that exists in society that gender enrichment is built through the circulating assumption that women are not suitable to work as a field. For Foucault, the identity within the self is also the embodiment of pseudo-identity because the social formation in shaping their identity as women is built in the cultural network of society.

### **Conclusion | خاتمة**



The conclusion of this research indicates that the assessment of gender equality in the online motorcycle taxi profession for women in Malang City is a phenomenon that requires societal attention. Beyond merely seeking assistance, the gender issues within the profession for women must create public awareness of this phenomenon that can no longer be ignored. The nature of the profession demands the independence of each user, especially women, playing a crucial role in enhancing productivity. However, limitations for women still persist and need to be addressed.

The strengthening of communities and social networks specifically for women working as online motorcycle taxi drivers will create protection for this profession. It is crucial to understand that physical differences between men and women should not be the basis for discrimination in professionalism. To achieve gender equality in the online motorcycle taxi profession, joint efforts are required to build public awareness, strengthen communities of female online motorcycle taxi drivers, and promote a better understanding of the importance of overcoming gender limitations.

As a recommendation, stakeholders, including local governments and online motorcycle taxi platforms, need to play an active role in creating policies that support gender equality in this profession. Training and education can also serve as solutions to address gender stereotypes and enhance the skills of women in the online motorcycle taxi profession. Therefore, collective efforts to create an inclusive and supportive environment for women in the online motorcycle taxi profession can bring about positive change in achieving gender equality in Malang City..

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