



Analysis of Labor Decisions on Commuter Migration in Indonesia (A Literature Review)

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Abstract. Mobility is a physical or geographical spatial movement in everyday life known as the type of movement or mobility of people who are not sedentary. One of them is the commuter migration from the village to the city. Urban areas tend for the economy to be larger than suburban and rural areas because the economy rotates faster in the region so that many jobs are available; this attracts workers' interest in migrating commuters to meet their daily lives. Although working in urban areas has an enormous appeal, not a few workers choose not to live in urban areas and choose to still live in their home areas. To meet their daily needs, the worker carries out commuter migration. They carry out commuter migration in consideration of the high Cost of living in urban areas compared to their home areas This study analyzes what causes the workforce to migrate using descriptive methods.

Keywords: income, Cost of living, education level, number of dependents, age, gender, commuter workforce

1 Introduction

Economic growth in a region is a benchmark to assess whether the region is thriving in its economic development, so economic growth should be followed by equity both in terms of income and job availability. However, in reality, income inequality between regions still occurs due to various factors, both from economic, geographical, political, and cultural factors.

Urban areas tend to have a larger economy than suburban and rural areas, because the economy rotates faster in the region, giving rise to many available jobs. In line with Todaro (2010), who defines a city economically as "an area with a relatively high population density that has a series of closely related activities." Companies often prefer locations where they can learn from similar companies. This is an attraction for the workforce living outside the city to migrate and work in urban areas; in addition to the various jobs available, supporting facilities for work are also widely available for economic activities.

Although working in urban areas has an enormous appeal, not a few workers choose not to live in urban areas and choose to still live in their home areas. To meet their daily needs, the worker carries out shuttle mobility. They carry out shuttle mobility in consideration of the high Cost of living in urban areas compared to their

home areas. Research Questions “How do we identify what factors cause individuals to commute to Indonesia?”.

2 Literature Review

2.1 Commuter Migration

Mobility is a physical or geographical spatial movement in everyday life known as the type of movement or mobility of people who are not sedentary. One of them is commuter migration, people who leave their daily residence and go to another city to work or trade but return in the afternoon. This shuttle migration can cause the number of residents in the destination to work to increase during the day. This shuttle migration will impose city services on the intended city government. Yasin (2016).

Mantra, Kastro, and Keban (2000) in Waridin (2002) state that several theories reveal why a person does mobility, including the theory of needs and pressure. Every individual has needs that need to be met. These needs can be economic, social, political, and psychological. If these needs cannot be met, pressure occurs. So, someone will move from a place with a lower regional benefit value (place utility) to an area with a higher regional benefit value to meet his needs.

According to the Demographic Institute FEUI (2016), there are several factors that cause a person to migrate and can be grouped into two, namely push factors and pull factors.

Push factors can be the following:

1. Decreasing sources of life, such as decreasing the environment's carrying capacity and decreasing demand for certain goods whose raw materials are still challenging to obtain.
2. Narrowing employment opportunities at home (e.g., land for rural agriculture is narrowing)
3. There are political, religious, and ethnic pressures that interfere with the human rights of residents in their areas of origin.
4. Reasons for education, employment, or marriage.
5. Natural disasters include flood, fires, earthquakes, long dry seasons, and disease outbreaks.

Pull factors can be in the form of the following:

1. There is hope for the opportunity to improve life.
2. There is an opportunity to get a better education.
3. Environmental conditions and pleasant living conditions include climate, housing, schools, and other public facilities.
4. There are activities in big cities, entertainment venues, or cultural centres that are an attraction for people in other regions to settle in big cities.

2.2 Income

According to Boediono (2017), income (revenue) is the revenue of producers from the sale of their output. Income for labour, in this case, is a reward for the output of the factors of production offered in the form of wages given by the employer, which are usually given according to daily or monthly periods.

Income in the form of wages, according to BPS (2017), is a month's wages are rewards/remuneration received during the past month, both in the form of money and goods paid by the company/office/employer from the main job to workers/employees/employees. The income/wages earned depend on the ability of the workforce, the amount of work they bring to the place of marketing, and the return to their human capital reserves. Sanusi (2004).

2.3 Cost of Living

Diewert (1990) defines Cost of living as the minimum cost of achieving a certain standard of living over a certain period. The Cost of Living is a step-by-step plan on how to calculate the Cost of living, where each individual needs to know about economic planning in household life in order to see a comparison of how the Cost of living of each individual can be measured into the value of money into a measure of purchasing power. Husna & Jamal (2018).

2.4 Dependent Expenses

The number of family dependents is the number of family members who are still dependents of the family, both siblings and non-siblings who live in the same house but have not worked. The number of dependents, especially children, will usually be a hope for a family to be able to save them from adversity. However, the more dependents a family has will usually affect the level of family expenses. Purwanto & Taftazani (2018).

2.5 Age

Age is the life span measured by years; early adulthood is 18 to 40 years old; middle adulthood is 41 to 60 years; advanced adulthood is over 60 years; age is the length of life in years calculated from birth. Hurlock (1980).

2.6 Gender

Gender, according to Wardhaugh (in Sa'adah et al., 2021), is a differentiator between men and women through genetic, psychological, social, and cultural approaches. Gender is attached to each male and female as a means of reproduction. Sex differences are God's will. Kartini & Maulana (2019).

3 Discussion

3.1 Income to the migrant commuter workforce

According to Todaro (2010), migration occurs in response to the expected income difference between cities and villages. The fundamental premise is that migrants consider the various job market opportunities available to them in rural and urban sectors and choose one that maximizes the expected benefits from migration.

Research conducted in Kampar Regency, Pekanbaru, by Ilham et al. (2020) stated that the Wage Level has a significant and positive effect on the decision of workers to migrate commutations. This indicates that the higher the income in the destination area, the higher the interest of the workforce to migrate commutations. More significant income in the destination city is considered capable of increasing welfare. This is also in line with research by Haidir (2017). The variable level of income influences a person's decision to migrate to shuttle labour in Mamuju District.

In line with that, Andriani (2010) examined the difference in wage differences between urban and rural areas in Mranggen, Demak, with the result that the more significant the difference in respondents' expected wages in the city with the actual wage level in the village, the more likely they are to decide to commute.

Supporting the results of the research above, the same thing was also produced from Tsa & Dariah's (2021) research, with the results that 87 per cent of the research sample said that it was not sufficient for the needs of the income obtained while working in the area of origin. So they are looking for jobs that can meet their daily needs by working in areas outside their home area and getting job opportunities.

3.2 Cost of living to commuter migrant labor

Although wages in urban areas tend to be more significant compared to suburban or rural areas, the Cost of living is still an issue for workers. High wages are always followed by high living costs, which makes workers commute by staying in their home areas with lower living costs and working in other cities.

High wages are the main attraction for both workers from the city, and workers who only come to work, but migrant commuters are less affected by high local prices or the Cost of urban living, especially housing, because most of the current or future expenses of migrant commuters are made in their home areas, not where they work. Monras (2023). With the same wage, they can get more fulfilment in their home area when compared to where they work because it costs more

Nurlela (2021) stated that the Cost of living has a significant and positive effect on workers' decision to commute from Gowa Regency to Makassar City, South Sulawesi. However, Haidir's (2017) research found different results, which stated that Cost did not affect a person's decision to migrate shuttle labour in Mamuju Regency, West Sulawesi.

3.3 Education Level of the Commuter Migrant Workforce

With different levels of human resources (education), according to Todaro (2010), we can understand why a higher proportion of educated rural people migrate compared to

those who are not educated because they have better chances (higher probability) to earn higher income in urban areas than unskilled migrants (less educated).

The level of education has a significant effect on the decision of the workforce to migrate commuting (commuting). This means that the high and low education of the workforce will influence them to carry out commuting or not in Kampar Regency, Riau. Ilham (2020). This is in line with research conducted by Haidir (2017) in Mamuju, West Sulawesi, with the same results.

When someone is highly educated, the person can compete in the destination city even though he comes from the village because he already has provisions that can be used to compete in the world of work, the diverse job opportunities that are widely available in the city make the workforce many choices and can work by the field of education that may not be available in the place of origin.

Similar to what has been explained above, based on the results of the 2020 national labour force survey, educational qualifications are a requirement for workers to be able to enter formal sector jobs. Finally, those who can enter the formal sector are highly educated. Most commuter workers in the formal sector work.

3.4 Number of Dependents on Commuter Migrant Workers

The number of dependent family members is a factor that can determine the respondent's decision to work outside the area of origin. (Sumanto in Nurlela, 2021). The more amount that a person must bear, the more needs and tools to satisfy his needs, this can make someone move to find a job with a better income.

Research conducted by Nurlela (2021) states that the number of family dependents significantly affects the workforce's interest in migrating back and forth. The greater the number of family dependents, the greater the interest of the workforce to work outside the area of origin.

3.5 Age of commuter migrant workers

The research results by Andriani (2010) stated that age has a significant effect with a negative direction on the decision of workers to become commuters in Mranggen Village, Mranggen District, Demak Regency. This is because as he gets older, his physical condition is not strong enough to commuter, so the decision to become a commuter is decreasing. Similarly, research by Pratama (2018) with the same results in Waru District, Sidoarjo, East Java

The same results were also obtained by Ningsih & Hutapia (2019), which stated that in Sukaraja District, Seluma Regency, most commuters were in the age category between 21 – 25 years, and most did not commute, namely in the age category of 41 – 45 years.

3.6 Gender to commuter migrant workers

According to gender, the case of male commuter migrants is greater than that of women, and the proportion will be much more significant for circular cases. Almost all circular migrants are men. This disproportion occurs because the men, as heads of families, must be responsible for providing for their families by coming to the city to work without bringing their families. (Leinbach and Suwarno in sakernas 2020)

Research by Haidir (2017) states that gender influences a person's decision to migrate to shuttle labour in Mamuju District. The role of men and women in meeting needs is the reason for re-migration. (Rapino in Tsa & Dariah 2021) argues that men have a higher tendency to shuttle than women because a certain scope limits women.

The research was also reinforced by Nurlaela (2021) that the time is used by more women raising children and doing household chores than men who focus on work.

4 Conclusion

Based on the discussion of the research, it is concluded that the literature review that has been discussed in the discussion above can be identified, interpreted, and evaluated all research evidence to answer specific research questions. That someone will move from a place with a lower place utility value to an area with a higher regional benefit value so that his needs can be met.

Researchers can conclude that several factors influence an individual's decision to commute migration, including income, Cost of living, level of education, number of dependents, age, and gender.

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