



University of Jember
Faculty of Teacher Training and Education



UNIVERSITAS
JEMBER

PROCEEDINGS

3rd ICEGE 2020

The Third International Conference on Environmental Geography
and Geography Education

September 12th - 13th, 2020

at Faculty of Teacher Training and Education, University of Jember

PAPER • OPEN ACCESS

Preface

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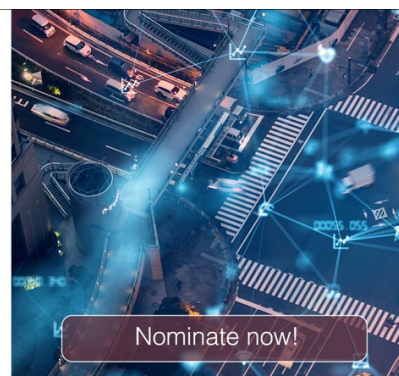


The Electrochemical Society
Advancing solid state & electrochemical science & technology

The ECS is seeking candidates to serve as the
Founding Editor-in-Chief (EIC) of ECS Sensors Plus,
a journal in the process of being launched in 2021

The goal of ECS Sensors Plus, as a one-stop shop journal for sensors, is to advance the fundamental science and understanding of sensors and detection technologies for efficient monitoring and control of industrial processes and the environment, and improving quality of life and human health.

Nomination submission begins: May 18, 2021



The Third International Conference on Environmental Geography and Geography Education (ICEGE) 2020

Sumardi

Editor in Chief of International Conference on Environmental Geography and Geography Education 2020

E-mail: sumardi.fkip@unej.ac.id

We would like to express our gratitude to all participants joining “The International Conference on Environmental Geography and Geography Education” (ICEGE). The 3rd International conference held by the Department of Social Science Education held by FKIP-University of Jember on 12-13 September 2020. The participants of this ICEGE 2020 are research students, academicians and researchers, scholars, scientist, teachers and practitioners from many countries.

Due to Covid-19, this conference was held in dual-mode, namely online and face to face. For those invited speakers from abroad who have travel restrictions presented their research topics through zoom cloud meeting. Likewise, participants who stay outside Jember city joined the conference virtually. Meanwhile, participants from within Jember city joined conference in person by complying the Covid-19 protocol.

Two hundred forty-eight participants attended this conference. The number of submitted papers were 219 and papers sent to the reviewers were 198. Two reviewers reviewed one paper. Each reviewer reviewed maximum 8 papers. Based on reviewer recommendations, finally the number of accepted papers is 130. Thus, the acceptance rate is 59,4 %.

In the plenary season, each invited speaker presented their presentations for 1 hour and 15 minutes for Q/A session. In the parallel session, each participant made the presentation for maximum 15 minutes and 5 minutes for Q/A session. The technology used in the parallel session is zoom cloud meeting with 13 breakout rooms.

This conference becomes a dissemination forum for scientists working on theoretical and empirical research of environmental geography, transportation geography, geography education, social science and its application. This conference's mission is to become an annual international forum in the future, where civil society organization and representative research students, academics and researchers, scholars, scientists, teachers, and practitioners from all over the world could meet and exchange an idea to share and discuss about research. The aim of the second conference is to present and discuss the latest research that contributes to the new ontological, epistemological and axiological knowledge and



to a better understanding in the area as follows:(1) Environmental Geography; (2) Geography Information System and Remote Sensing; (3) Geomorphology; (4) Natural Disaster; (5) Economics; (6) History; (7) Education; (8) Humanities; (9) Social Sciences and (10) Global Science and Studies.

On behalf of the organizing committee, finally we gratefully acknowledge the support from the FKIP-University of Jember of this conference. We would also like to extend our thanks to all lovely participants who have been joining this unforgettable and valuable event.

Assoc. Prof. Dr. Sumardi, M.Hum



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The committees of the Third International Conference on Environmental Geography and Geography Education would like to express gratitude to all Committees for the volunteering support and contribution in the editing and reviewing process.

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Peer review statement

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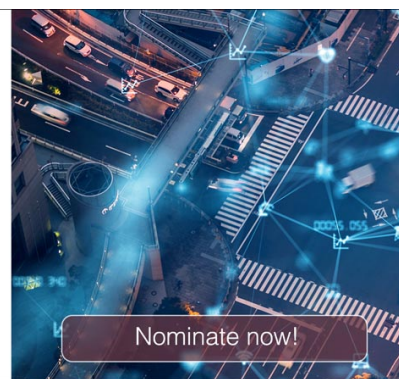


The Electrochemical Society
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Nomination submission begins: May 18, 2021



Peer review statement

All papers published in this volume of IOP Conference Series: Earth and Environmental Science have been peer reviewed through processes administered by the Editors. Reviews were conducted by expert referees to the professional and scientific standards expected of a proceedings journal published by IOP Publishing.

- **Type of peer review:** Double-blind review. The authors and the reviewers do not know each other. The managing editor send the papers to the reviewers by hiding the authors' name and their affiliation.
- **Describe criteria used by Reviewers when accepting/declining papers. Was there the opportunity to resubmit articles after revisions?** There were 13 aspects of assessment for accepting/declining papers, i.e. Clarity of abstract, Significance of research, Sufficiency state of the art, Contribution to the field (novelty), Research objective, Appropriateness of the research method, Relevance and clarity of drawings, graphs and tables, Experimental/evidential support, Quality of data or findings, Discussion and conclusions, Direction for future research and recommendations, Clarity of English, Writing style (according to EES format). There are no opportunities to resubmit papers after rejection. For the revised papers regarding to reviewer comments, they should resubmit their papers.
- **Conference submission management system:**
<https://easychair.org/conferences/?conf=icege2020>
- **Number of submissions received:** 219
- **Number of submissions sent for review:** 198
- **Number of submissions accepted:** 130
- **Acceptance Rate (Number of Submissions Accepted / Number of Submissions Received X 100):** 59,4 %
- **Average number of reviewers per paper:** 2
- **Total number of reviewers involved:** 50
- **Any additional info on review process (ie. plagiarism check system):** We used TURNITIN software to check the plagiarism issue during the review process.



- **Contact person for queries:**
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Volume 747

2021

◀ Previous issue Next issue ▶

3rd International Conference on Environmental Geography and Geography Education, 12 September 2020, East Java, Indonesia

Accepted papers received: 12 April 2021

Published online: 12 May 2021

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Coastal Community Resilience Planning Toward Disaster: A Case Study on Coastal Area in Malang Regency, East Java, Indonesia

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<p>OPEN ACCESS</p> <p>Historical learning based on outdoor learning and environmental insight as implementation of the utilization of Gua Suci sites in Tuban</p> <p>M N L Khakim, W D Sulisty, Yuliat, R R Hudiyanto and I Afhimma</p> <p>+ Open abstract  View article  PDF</p>	012050
<p>OPEN ACCESS</p> <p>Teacher Quality Gap In Elementary And Primary Schools</p> <p>M Sholihah, Y D Permatasari, R M Zionis, N Budiarto and Fadlillah</p> <p>+ Open abstract  View article  PDF</p>	012051
<p>OPEN ACCESS</p> <p>The Task-Based Language Teaching As Method In Google Classroom Application For English Learning Approach</p> <p>Y D Permatasari, T Nurhidayati, M N Rofiq and A R Masrukhin</p> <p>+ Open abstract  View article  PDF</p>	012052
<p>OPEN ACCESS</p> <p>The Implementation of Islamic Concepts to Create a Green Environment</p> <p>Y D Permatasari, T N Hidayati, M N Rofiq, M Sholihah and K I Ratnasari</p> <p>+ Open abstract  View article  PDF</p>	012053
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<p>OPEN ACCESS</p> <p>Molecular Characterization of Secreted Proteins from Salivary Gland Immunogenic Protein of <i>Anopheles vagus</i></p> <p>K Senjarini, S Wathon, D E Febriyantingsih, C Lenz and R Oktarianti</p> <p>+ Open abstract  View article  PDF</p>	012055
<p>OPEN ACCESS</p> <p>Learning environment technology-based in improving students' independent learning</p> <p>L N Rufaidah, N Umamah, Sumardi, Marjono and R A Surya</p> <p>+ Open abstract  View article  PDF</p>	012056
<p>OPEN ACCESS</p> <p>Assessing Students' Interest in Historical Learning Themes and Materials</p> <p>D A Framesty, B Soepeno, R P N Puji and Sugiyanto</p> <p>+ Open abstract  View article  PDF</p>	012057
<p>OPEN ACCESS</p> <p>Schoolyogy effectivity as history learning environment during industrial revolution 4.0 era</p> <p>S F Farizi, N Umamah, Sumardi, Marjono and R A Surya</p> <p>+ Open abstract  View article  PDF</p>	012058
<p>OPEN ACCESS</p> <p>Biomass estimates from urban green space in Bekasi City using Sentinel imageries</p> <p>R D Putra, I P A Shidiq and Rokhmatulloh</p> <p>+ Open abstract  View article  PDF</p>	012059
<p>OPEN ACCESS</p> <p>Vegetation index-based biomass model and Land Surface Temperature (LST) from urban green spaces in Bandung City derived from multispectral imageries</p> <p>A L Suti, I P Ash Shidiq, Rokhmatulloh and A Wibowo</p> <p>+ Open abstract  View article  PDF</p>	012060
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<p>OPEN ACCESS</p> <p>Rolla Batik Home Industry at the Patrang District Jember Regency in 2010-2018</p> <p>M A R Palupi, Sumarjono, K Swastika, M. Na'im and A R Pratama</p> <p> + Open abstract View article PDF </p>	012063
<p>OPEN ACCESS</p> <p>Development of e-modules based on science technology society integrated life based learning in history learning</p> <p>R Ma'rifatullah, N Umamah, Marjono, Sumardi and RA Surya</p> <p> + Open abstract View article PDF </p>	012064
<p>OPEN ACCESS</p> <p>Megalithic Culture at the Maskuning Kulon Site Pujer Bondowoso</p> <p>L Wijayanti, K Swastika, Sumarjono, M Na'im and A R Pratama</p> <p> + Open abstract View article PDF </p>	012065
<p>OPEN ACCESS</p> <p>Acculturation In The Sugar Factory As a Tourist Destination (Ethnography Study At The Rejo Agung Baru Sugar Factory, Madiun, East Java, Indonesia)</p> <p>A Hayati, M Faqih, Y Hartono and Soebijantoro</p> <p> + Open abstract View article PDF </p>	012066
<p>OPEN ACCESS</p> <p>Development of Maroon Mangrove Education Park (MMEP) in Supporting Mangrove Conservation in Coastal of Semarang City</p> <p>W A B N Sidiq, N K T Martuti, A Irsadi and D P Mutiatari</p> <p> + Open abstract View article PDF </p>	012067
<p>OPEN ACCESS</p> <p>New Normal in The Era of Pandemic Covid-19 in Forming Responsibility Social Life and Culture of Indonesian Society</p> <p>D Sundawa, D S Logayah and R A Hardiyanti</p> <p> + Open abstract View article PDF </p>	012068
<p>OPEN ACCESS</p> <p>Megalithic culture at the Suco Lor site Bondowoso</p> <p>H Periwati, K Swastika, Sumarjono, M Na'im and A R Pratama</p> <p> + Open abstract View article PDF </p>	012069
<p>OPEN ACCESS</p> <p>Teachers' ability analysis of developing innovative instructional design</p> <p>N Umamah, Sumardi, Marjono, R A Surya and E Mulfida</p> <p> + Open abstract View article PDF </p>	012070
<p>OPEN ACCESS</p> <p>Identifying environmental issues on the prehistoric societies in history learning</p> <p>T A Ahmad</p> <p> + Open abstract View article PDF </p>	012071
<p>OPEN ACCESS</p> <p>Mapping the national heroes in Indonesia to strengthen national identity in history learning</p> <p>S E Pramono, T A Ahmad and P A Wijayanti</p> <p> + Open abstract View article PDF </p>	012072
<p>OPEN ACCESS</p> <p>The Effectiveness of WhatsApp Mobile Learning Shows The Existence of Kamal Historical Site Towards Student Interest</p> <p>R W Hikmah, B Soepeno, R P N Puji and Sugiyanto</p> <p> + Open abstract View article PDF </p>	012073
<p>OPEN ACCESS</p> <p>Understanding Visitor Decisions Making on Visiting Historical Sites in Trowulan Indonesia</p> <p>M Lianti, B Soepeno, R P N Puji and Sugiyanto</p> <p> + Open abstract View article PDF </p>	012074
<p>OPEN ACCESS</p> <p>ASSURE Research and Development: The Documentary Video of Reog Dance to Enhance Learning Outcomes in History Learning</p> <p>M A Gusnissa, B Soepeno, R P N Puji and Sugiyanto</p> <p> + Open abstract View article PDF </p>	012075
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<p>OPEN ACCESS</p> <p>Adaptation strategies for pedicab drivers in their socio-economic life</p> <p>A Rizal, P Suharso, W Hartanto, Sukidin, H M Ani and L O Mardiyana</p> <p> + Open abstract View article PDF </p>	012100
<p>OPEN ACCESS</p> <p>The effectiveness of the digital books' usage to improve the XII IPS 3 class students' motivation at SMAN Pakusari Jember</p> <p>F Diarta, Tiara, S Kantun and D E Sari</p> <p> + Open abstract View article PDF </p>	012101
<p>OPEN ACCESS</p> <p>Effectiveness android-based learning media on basic competence of service company financial statements class X AKL at SMK Negeri Darul Ulum Muncar Banyuwangi</p> <p>S B Silviana, Tiara, S Kantun and A Najib</p> <p> + Open abstract View article PDF </p>	012102
<p>OPEN ACCESS</p> <p>Implementation Of STMCpE Textbooks On Students' Problem Solving Skill</p> <p>Indrawati, S Hariyadi, A S Budiarmo and E Anjarwati</p> <p> + Open abstract View article PDF </p>	012103
<p>OPEN ACCESS</p> <p>Influence of occupational health and safety culture implementation to productivity of work to heavy equipment worker at PT. X Surabaya</p> <p>F Ayu, D F Karya and M N Rhomadhoni</p> <p> + Open abstract View article PDF </p>	012104
<p>OPEN ACCESS</p> <p>Relationship of work position with complaints of musculoskeletal disoeders (MSDs) in cracker industrial worker at Kedungdoro village, Sidoarjo</p> <p>F Ayu and R A Ratriwardhani</p> <p> + Open abstract View article PDF </p>	012105
<p>OPEN ACCESS</p> <p>The identification of <i>Salmonella</i> sp. in "cilok" road food in campus area of Jember University</p> <p>Budayatin, J Waluyo and D Wahyuni</p> <p> + Open abstract View article PDF </p>	012106
<p>OPEN ACCESS</p> <p>Utilization of plastic and fabric waste into economic valued products to minimize household waste</p> <p>M Conilie, U Farihah and N E A Nasution</p> <p> + Open abstract View article PDF </p>	012107
<p>OPEN ACCESS</p> <p>Analysis of pedagogical content knowledge on students of science education as pre-service teachers in Madura secondary school</p> <p>A Fikriyah, M Yasir and N Qomaria</p> <p> + Open abstract View article PDF </p>	012108
<p>OPEN ACCESS</p> <p>Analysis of Gluten Free Casein Free Compliance (GFCF) Diet in Terms of the Incidence of Gastroenteritis in Children with Autism Spectrum Using Rank Spearman Test</p> <p>Firdaus, T Herlambang, L N Afifa, P A Inawati and A Muhith</p> <p> + Open abstract View article PDF </p>	012109
<p>OPEN ACCESS</p> <p>Work-family conflict and organizational commitment of female lecturers of Nahdlatul Ulama University of Surabaya: an investigation of job satisfaction as a mediator using partial least square</p> <p> + Open abstract View article PDF </p>	012110

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<p>OPEN ACCESS</p> <p>The antecedents of employee's performance: case study of Nahdlatul Ulama University of Surabaya, Indonesia</p> <p>R R Mardhotillah, D F Karya, C Saadah and R A Rasyid</p> <p>+ Open abstract View article PDF</p>	012112
<p>OPEN ACCESS</p> <p>Utilization of the learning forest prototype to increase the student's careness character of the environment through the Lesson Study for Learning Community (LSLC)</p> <p>Muhfahroyin and A A Oka</p> <p>+ Open abstract View article PDF</p>	012113
<p>OPEN ACCESS</p> <p>Assessment of the implementation of customer relationship management systems to support the competitive advantage of the company</p> <p>W Sardjono, M N F Izrullah, E Selviyanti, M Mukhlis and G R Putra</p> <p>+ Open abstract View article PDF</p>	012114
<p>OPEN ACCESS</p> <p>Dissemination model of understanding climate change using knowledge management systems</p> <p>W Sardjono, E Selviyanti and M Mukhlis</p> <p>+ Open abstract View article PDF</p>	012115
<p>OPEN ACCESS</p> <p>The effectiveness of maduresse culture wisdom on science learning sound material in primary school students' critical thinking skills</p> <p>H F Wirawan, Suratno, Suparti, Dafik and Hobri</p> <p>+ Open abstract View article PDF</p>	012116
<p>OPEN ACCESS</p> <p>Elementary school students' knowledge on environmental health</p> <p>E S Rosyidatun and T Supriyadi</p> <p>+ Open abstract View article PDF</p>	012117
<p>OPEN ACCESS</p> <p>On student's metacognition skill in solving division operation under the research-based learning implementation</p> <p>O A Safiati, Dafik, T D Prastiti and Z R Ridlo</p> <p>+ Open abstract View article PDF</p>	012118
<p>OPEN ACCESS</p> <p>The shifting medium class consumption behavior era pandemic covid-19 of Jember district's citizen</p> <p>Sukidin, S Kantun and P Suharmo</p> <p>+ Open abstract View article PDF</p>	012119
<p>OPEN ACCESS</p> <p>Recognizing the life of Aborigin Australia before the Europeans arrival</p> <p>Sumardi and N E Putri</p> <p>+ Open abstract View article PDF</p>	012120
<p>OPEN ACCESS</p> <p>The analysis on implementing discovery learning-based learning instruments in improving students' creative and innovative thinking skills in completing problem of simple multiplication by using <i>jarimatika</i></p> <p>R Triwahyuningtyas, Dafik and T D Prastiti</p> <p>+ Open abstract View article PDF</p>	012121
<p>OPEN ACCESS</p> <p>Sorting some fractions by using a graph area shading (GAS) technique</p> <p>S Chususiyah, Dafik, T D Prastiti, M I Farisi, O A Safiati and E Y Kurniawati</p> <p>+ Open abstract View article PDF</p>	012122
<p>OPEN ACCESS</p> <p>On the shrimp skin chitosan STEM education research-based learning activities: obtaining an alternative natural preservative for processed meat</p> <p>R S D Gita, J Waluyo, Dafik and Indrawati</p> <p>+ Open abstract View article PDF</p>	012123
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Adaptation strategies for pedicab drivers in their socio-economic life

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Abstract. The pressure of socio-economic life pedicab drivers are a reason to adapt. This is because the reality they experience is contrary to their expectations. Adaptation strategies undertaken to free themselves from socio-economic pressures and realize their hopes in life. This study aims to explain about the adaptation strategy of pedicab drivers in their socioeconomic life (Study at the Pedicab Mastrip Association). This research is a descriptive study with a qualitative approach. The subjects and informants of the research were the pedicab drivers, the mastrip pedicab community of Jember Regency and the pedicab passengers. Data collection methods used are interviews, observation and documents. The data analysis steps used include data reduction, data presentation and drawing conclusions. The results of this study indicate that the pedicab drivers carry out adaptation strategies in their socio-economic life to suit the conditions they experience. The adaptation strategy stage starts from expectations that are not in accordance with reality, causing action to adjust. The pedicab driver's hope is to get an income that can meet family needs in terms of education and the desire to improve socio-economic life. The fact is that pedicab drivers are disappointed because currently there are few passengers and low income, so this hope is not realized. Adaptation strategies are carried out by increasing the work ethic in the form of arriving early, increasing working hours, going around looking for passengers and placing pedicabs on different sides of the base. Making innovations by participating in ornamental pedicab events, for example in the Prophet's birthday, carnivals. Having a side job, namely construction workers, parking attendants, farming, sewing shoes and looking for wrecked goods and some pedicab drivers waiting for passengers at the base.

1. Introduction

A high socio-economic life is generally experienced by people living in urban areas. In accordance with the opinion of Hatt and Reiss in Jamaludin [1] that the existence of cities is to meet the socio-economic needs of the population or society that is always growing. This opinion adds to the understanding that the existence of cities is a place for modern society and has a high socio-economic life. The fact is that people who live in urban areas still have groups of people who are helpless in the glamor of urban life, which occurs in people who work as pedicab drivers.

This phenomenon is also experienced by pedicab drivers on Mastrip Jember. The pedicab driver, who is based near the Mastrip traffic light every day, must carry out an adaptation strategy to survive in the urban world. The pedicab drivers association is called Paguyuban Becak Mastrip and has about 20 members. The existence of pedicab drivers is starting to decrease, because there are so many competitors from transportation modern that are more and more loved by today's society. Pedicab Driver Members of the Mastrip Pedicab Driver Association are able to earn Rp100,000. However, with the rise of-based transportation online operating in the City of Jember, the amount of income that the Becak Mastrip Association can earn is only around Rp30,000 a day. Pedicab drivers need to think of ways to adapt to the prevailing socio-economic conditions.

Adaptation is the word for human capacity in dealing with the environment with the aim of establishing a protocol of freedom and constraints [2]. Furthermore, he added that an evolutionary understanding that always sees humans will always try to adapt to the natural environment and the social environment both socio-culture and biologically / genetically (John Bennet in Pudja, 1988: 26). There are 4 stages of an individual adaptation strategy, namely: 1) Honeymoon, 2) Frustration, 3) Readjustment, 4) Resolution: Full participation, Accommodation, Fight, Flight [2].



Pedicab Driver Association of Pedicab Mastrip Drivers more often spend their time waiting for customers to arrive and often they just leave empty-handed, unable to find any. Pedicab drivers need to make adjustments so that they continue to exist by participating in ornamental pedicabs when there is a Jember event being held and apply for protection to the Regional Government. There are five types of individual adaptation. The five types of adaptation are: Conformity, Innovation, Ritualism, Retreatism, Rebellion. Robert K. Merton [3]

2. Methods

This research is a descriptive study with a qualitative approach. Determination of the research location using the method of purposive area, namely Pangkalan Pedicab Mastrip Jember Regency. The subjects and informants of the research were the pedicab drivers, the pedicab mastrip community of Jember Regency and the pedicab passengers. There are two sources of data in this study, namely, the main informant and the supporting informant. Types of data used in this research are primary data and secondary data. This study uses three methods in data collection, namely, in-depth interviews, observation methods and document methods. Obtaining data in various ways is called triangulation. The next stage is the data analysis stage, where a study will be collected into one and then analyzed to be described in order to match the focus of the problem to be studied. According to Sugiyono (2010) in qualitative data analysis there are three, namely data reduction, data presentation and conclusion.

3. Results and Discussion

Based on the research conducted on the pedicab drivers of the Jember Regency Becak Mastrip, researchers have obtained results in accordance with the research objectives, namely to explain the adaptation strategies of pedicab drivers in their socio-economic life.

3.1. Stages Of The Adaptation Strategy

Stages of the adaptation strategy for the pedicab The stages of the adaptation strategy for the pedicab start from the expectations of the pedicab drivers that do not match reality, causing actions to adapt to the conditions they are experiencing. The results of these studies are discussed as follows:

1) Expectations of Becak Drivers in Socio-Economic Life Pedicab drivers

Have high hopes for their lives. This expectation is due to several factors, namely the urge to meet family needs in terms of education and the desire to improve socio-economic life. Meanwhile, one of the informants indicated that he had hopes of getting a lot of additional income from a pedicab job. "My hope to become a pedicab driver is actually big. To increase income and meet family needs, children can send their children to school "(Bk, 57Th). Most of the pedicab drivers have high hopes but there are drivers whose aim is to increase income. My hope is to become a pedicab driver so I can increase my income. Actually I work as a parking attendant, so this pedicab work, whether you want to get it or not, thank God "(Sg, 57)

2) The Reality Of Pedicab Drivers Who Experience Disappointment And Surrender To Their Fate

Based on the results of the interviews, it shows that all pedicab drivers feel disappointed when there is pressure on their work due to not getting income, not getting passengers, and having felt the pleasure of being a pedicab driver in the past, which eventually made the drivers the rickshaw becomes disappointed. The disappointment experienced by pedicab drivers will be an incentive to make changes later. according to the informant's expression as follows "Disappointed, bro, disappointed. Now income is decreasing and there are rarely customers. Oftentimes I come home with nothing. Sometimes it's lazy to want to go, but what else can we keep working. " (Hn, 40Y)

3) Adaptation Strategies to Adjust to the Experienced

Pedicab Drivers show that they change jobs to become shoe soles, construction workers and parking attendants. The three informants concluded that they did more to deal with their situation. The two informants concluded that they were resigned to their situation. Two informants further stated that they had conducted demonstrations, improved work ethic, went around looking for passengers and arrived early at the base. The two informants concluded that they put in more effort into pursuing the profession. "I usually parking the pedicab there, so I can get more passengers. Sometimes also around. Maybe you can. I try to come the earliest so I

can get the first turn. No, because I want to find another job, it's hard, just being a pedicab driver, construction workers are only a side job if there is one. " (Sn, 52Th)

3.2. Adaptation Strategy for pedicab drivers

1) Adaptation Strategies for Pedicab Drivers to Improving Work Ethics Drivers

Based on the results of the interviews, the three informants made an adaptation by increasing the work ethic of the pedicab arriving early so that they have their first shift, increasing their operational working hours, going around looking for passengers when it is quiet and placing the pedicab on the side different from the base it is done to get passengers from the other side of the road. In accordance with the informant's expression, "Yes, the important thing is to come every morning, in order to get the first position. If there are passengers, I will get them first" (Ms, 53)

2) Adaptation Strategy by Doing Changes in Working System

Action to participate in ornamental pedicab events or activities, for example in the Prophet's birthday, carnival and others. The adaptation that is then carried out is to use the pedicab as a place for bad goods found during the trip which are then collected and sold to increase the income of the pedicab driver. In accordance with the expression conveyed by Mr. Mustofa that, "... if for example there is an offer for a decorative rickshaw I am ready, the important thing is to get money, if there is a carnival, the Prophet's Maulid usually uses a pedicab" (Mf, 52Th)

3) Adaptation Strategies to Having a Side Job Pedicab drivers

Have a second job to improve their socio-economic conditions. The current jobs of choice are shoe sewing, construction workers and parking attendants. In accordance with the expression conveyed by Mr. Hartono that, "The last 4 years more often on the sole of shoes. Income increases with additional work." (Hn, 40Y)

4) Strategy for Adaptation of Becak Drivers by Waiting More for Passengers at the Basedriver is

Pedicab drivers leave for the base only as a symbol or image that shows that the pedicab working and is not unemployed. A ritual adaptation shown by one of the pedicab drivers who makes the pedicab driver a mere symbol in reality the pedicab driver does not work as a pedicab driver but works as a shoe sole driver at a pedicab base. In accordance with the expression conveyed by Mr. Musdar that, "Actually I worked because I wanted to earn an income, but once, instead of being unemployed at home, it was better to go to the base even though I didn't get an income." (Ms, 53).

Pedicab drivers have high hopes of becoming a pedicab driver. This hope is due to several factors, namely the urge to meet family needs in terms of education and the desire to improve socio-economic life. Based on the results of this study, it is understood that the pedicab drivers are already in the first stage, namely the stage honeymoon. The honeymoon stage is an adaptation stage experienced by pedicab drivers where the pedicab drivers have enthusiasm, curiosity, high and passionate expectations or expectations [2].

Pedicab drivers have experienced changes in socio-economic conditions which were still sufficient and currently lacking. Every day, they often don't get money while working and customers who used to use them rarely come back. Pedicab drivers also feel disappointed because the reality they experience is not in accordance with previous expectations. This statement shows that there is hope or expectation, the feeling of enthusiasm and curiosity turns to disappointment because the reality that is experienced is not appropriate, finally irritation, frustration, confusion, and inability to do anything is usually called the stage frustration [2].

Three pedicab drivers said they wanted to add jobs to become shoe soles, construction workers and parking attendants. This action can be concluded by doing flight resolution which aims to increase their income with other work they do. The pedicab driver's action is also an adaptation of livelihoods non-natural resources. This is consistent with the statement that "... Based on the activity, the social and economic adaptation in this location is divided into two terms, first adaptation based on natural resources and second adaptation based on non-natural resources" [9]. Two pedicab drivers have improved the work ethic, traveling around looking for passengers and arriving early to the base. The actions taken by the pedicab drivers show that they are carrying out that they will try to do their flight resolution where a person will not feel comfortable with the situation sobest. In this phase, the adaptation strategy carried out is active with optimal action [2].

Based on the results of research show that pedicab adaptation of conformity (conformity). Merton argues that "To the extent that a society is stable, adaptation type I conformity to both cultural goals and institutionalized means is the most common and widely diffused" [3]. The adaptations made are improving their work ethic by arriving early to get the first shift, increasing working hours, parking the rickshaw on a different side of the road to get passengers from that side and going around looking for passengers when the base is quiet.

Results showed that there are adaptations in the form of innovations made by pedicab drivers by participating in activities such as the Prophet's birthday, carnivals or celebrations using ornamental pedicabs. Adjustment by participating in traditional ceremonies indicates that social adaptation has been made. The social adaptations they carry out through mutual cooperation, ceremonies / customs, and others [6]. Pedicab drivers also use a rickshaw to store unwanted goods obtained from the road. Pedicab driver passengers also use a pedicab driver to transport groceries. Innovation (innovation) is a type of adaptation by setting aside an institutionalized way and focusing on how to achieve conventional goals. Innovative adaptations will also have an impact on the continuation of the profession. In accordance with Prospero's research results, "... adaptation strategies that can help support sustainability. The strategies adopted by fishers include, for example, investing in innovation, reorganizing the supply chain, ..." [7].

Prefer another job because working as a pedicab is difficult because they rarely get an income. According to Mangantta's research results, the adaptation strategy carried out by pedicab drivers is to find a side job. These jobs are shoe tailor, construction worker and parking attendant. The adaptation strategy carried out by the paguyuban mstrip pedicab driver shows that one form of adaptation is withdrawal (retreatism). "... The rejection of cultural goals and institutional means is probably the least common. ..." [3].

Go to the pedicab base just waiting for passengers on a daily basis. They just stayed at the base and did nothing else. The actions taken by pedicab drivers are a symbol or an image, so that the community, especially their families, think that working and having a job is in fact unemployed. The pedicab drivers of the paguyuban mstrip show that they have adapted ritualism (ritualism). "... cultural goals of great pecuniary success and rapid social mobility to the point where one's aspirations can be satisfied. But though one rejects the cultural obligation to attempt ..." [3].

4. Conclusion

Based on the research that has been done can be concluded that the pedicab performs adaptation strategies to fit the circumstances they experienced. The adaptation strategy of the pedicab driver starts from the expectations of the pedicab driver which are not in accordance with reality, causing action to adjust to the situation. The pedicab driver's hope is to get an income that can meet family needs in terms of education and the desire to improve socio-economic life. The fact is that pedicab drivers are disappointed because currently there are not enough passengers so their income is low. Based on this, pedicab drivers carry out an adaptation strategy by increasing the work ethic of arriving early, increasing their working hours, going around looking for passengers and placing the rickshaw on a different side of the base. The adaptation strategy is to innovate by participating in ornamental pedicab events, for example in the Prophet's birthday, carnival. The adaptation strategy is to have a side job such as construction workers, parking attendants, farming, sewing shoes and looking for collapsed goods. The adaptation strategy of waiting more for passengers at the base is mostly carried out by pedicab drivers, which is reflected in the daily rituals of pedicab drivers going to the base as a "symbol" which shows that the pedicab driver has worked but is in fact unemployed at the base.

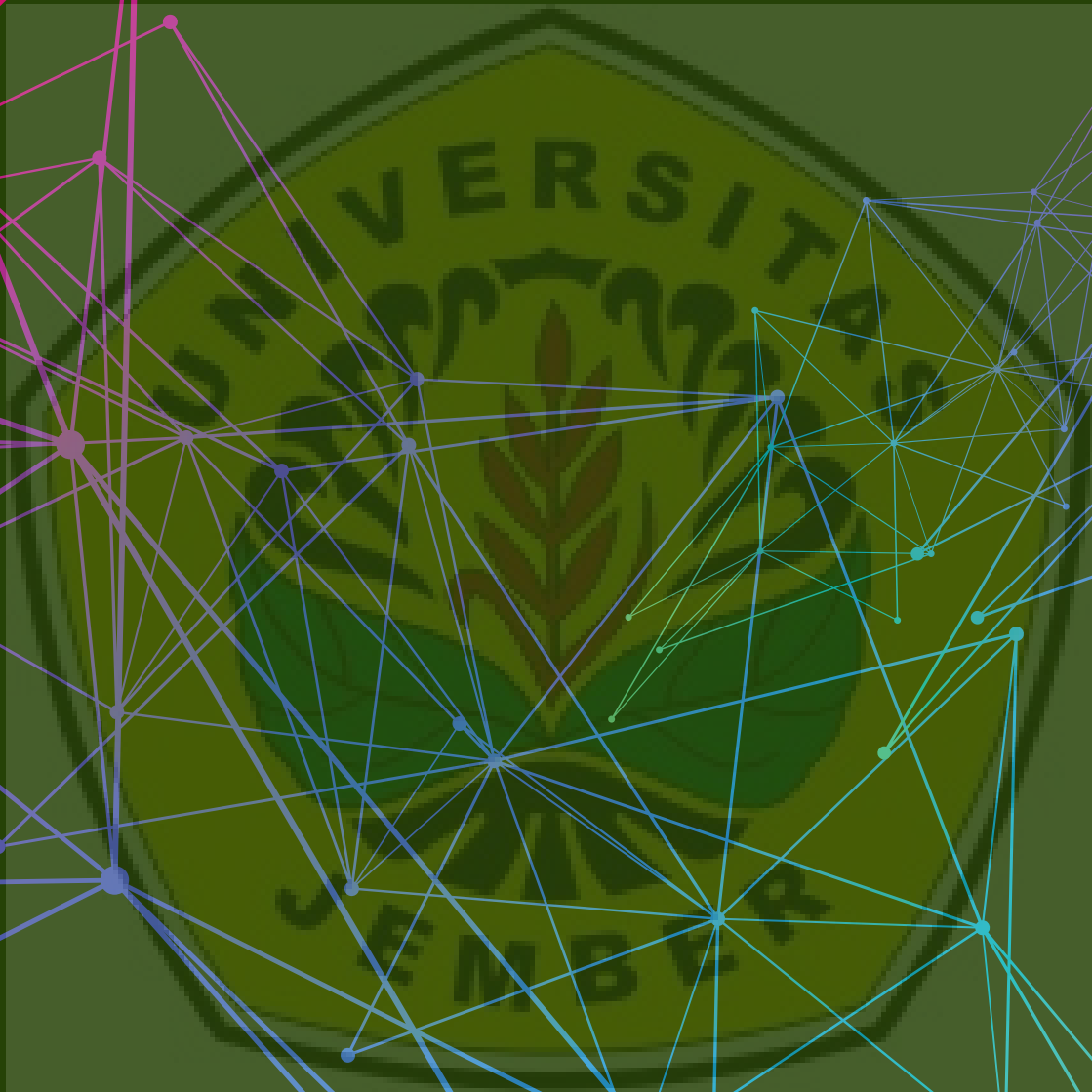
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