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The Socioeconomic Conditions of Porters at Sudimampir Market Amidst Modernization

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ABSTRACT

Market modernization has brought significant changes to the traditional economic structure, including threatening the sustainability of porters' livelihoods. This study focuses on Sudimampir Market in Banjarmasin, South Kalimantan, which is known as the largest wholesale center in Kalimantan. At Sudimampir Market, workers use private transportation such as pedicabs, bajaj, and motorized vehicles. The results of the porter study at the market can be divided into three types bajaj porters, becak porters, and ojek porters. Most porters have worked at the market for a long time with years of experience. The harsh working conditions for porters include low daily income ranging from Rp. 50,000 to Rp. 150,000. This income is often unpredictable and insufficient to meet basic needs. Some workers even seek part-time or additional jobs when their primary income is insufficient. Additionally, the lack of adequate rest facilities and the health risks they face add to the challenges of porter work. Social interactions between porters, merchants, and buyers reveal cooperation and mutual dependence. Challenges faced by porters include tariffs and price negotiations that often do not align with the workload. Workers face challenges from thugs demanding security or kiosk fees. Bad weather, such as rain, increases the physical risk of falling for workers while transporting goods. The daily income of porters adds uncertainty to their lives. Although some porters try to find other jobs to supplement their income, they often return to their original work due to skill limitations.

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1. INTRODUCTION

Markets are formed because of the existence of sellers and buyers, the buying and selling of goods and services, and agreements between the two. The existence of markets basically arises because people need various daily necessities (Aliyah, 2017)Traditional markets are where buyers and sellers meet, characterized by direct transactions and often accompanied by bargaining, making traditional markets both a place for trade and a market that can be found in every corner of the city or countryside (Hafie dkk., 2021; Saputera dkk., 2024). The modernization of markets has become a serious challenge for porters at Sudimampir Market. The emergence of modern shopping centers offering convenience,

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efficiency, and self-service facilities such as shopping carts and ample parking has gradually begun to replace the vital role of porters in traditional market activities.

Sudimampir Market is the largest wholesale center in Banjarmasin, serving as a shopping destination for residents from three regions of Kalimantan. The market offers various types of goods, including sasirangan fabric, daily necessities, and local handicrafts (Budi, 2020). Sudimampir Market continues to operate daily with intense activity, indicating that it still plays a crucial role in the economy. However, the market's sustainability depends on the support of various groups involved in running the market physically and socially (SCP & Widiyatmoko, 2020).

Porters play an important role in supporting the smooth running of activities in the market. Porters are workers who help with the distribution of goods or cargo from traders to buyers from one store to another. In some areas, the term may vary, sometimes referred to as transportation services, delivery workers, and others, but functionally they remain within the category of laborers. Laborers consist of transportation services such as rickshaw drivers, bajaj drivers, and market motorcycle taxi drivers who work without fixed contracts and are entirely dependent on daily market conditions. Transportation workers are often an overlooked group in the market labor system, despite their labor and presence being needed every day (Pradana & Suarmanayasa, 2022).

In the context of this study, the focus is on transportation workers who work at the Sudimampir Traditional Market using their own transportation, such as becaks, bajaj, and motorized vehicles. Although the types of transportation vary, their functions are essentially the same, namely to transport goods from merchants to buyers, or vice versa. The contribution of porters in supporting the smooth operation of the market has not been accompanied by adequate social security. They work under an uncertain daily wage system and in harsh working conditions. Their work is highly dependent on the number of market visitors on that day. When the market is busy, such as on major holidays, their income increases. However, when the number of visitors decreases, their income also decreases, often not even enough to cover their basic daily needs (Susandini & Jannah, 2021)

The working conditions of porters are also challenging. They must compete with fellow porters to secure customers. This situation often leads to social conflicts or tensions between parties (Herniati, 2021). Some porters also face pressure from certain individuals, such as illegal fees or forced “stall money.” Porters also face unpredictable weather challenges, as most of their activities are conducted outdoors. All these challenges add to their workload and exacerbate the social vulnerabilities they experience.

The situation for porters has become more complex with the emergence of modern markets and e-commerce. Technological advancements and shifts in consumer shopping habits toward digital platforms like Shopee, Tokopedia, or Lazada have led to a decline in activity at traditional markets (Kompasiana.com, 2025). Consumers now prefer to shop from home using delivery services or goods delivery platforms. As a result, traditional markets have lost many visitors. The impact of this decline is felt most acutely by porters, as their work heavily depends on the presence of buyers who require goods transportation services (Yashella & Azkia, 2024).

Porters play a role in the market distribution system, yet they have not been the focus of much research. Most studies conducted have centered on the dynamics of traders, consumer behavior, or pricing systems. Market workers, especially porters, are only mentioned as an afterthought in market studies. This shows the lack of research that specifically highlights the lives of porters in traditional markets, both from a social and economic perspective, as well as the challenges they face.

Research on informal workers such as porters is crucial for providing a broader understanding of traditional markets. Especially in South Kalimantan, studies on the Sudimampir market have primarily focused on trade aspects or market history, rather than on the workers themselves. This gap presents a relevant opportunity to be addressed, given the importance of porters' roles in sustaining market activities. This research will place porters who use private transportation, such as becaks, bajajs, and motorized vehicles, at the center of attention rather than merely as a backdrop in market studies.

This research adopts a comprehensive and focused approach toward porters at the Sudimampir Market who use private transportation, not only examining economic aspects but also highlighting

social and economic dimensions, labor relations, interactions between sellers and buyers, and the challenges faced by market porters. By making porters the main subject, this study is expected to contribute to research on informal workers in Indonesia and create opportunities for a deeper understanding of the importance of social protection for vulnerable groups in markets.

The results of this research are also expected to serve as a basis for consideration in formulating more inclusive policies, particularly at the local level. Governments, market managers, and social organizations can use these findings to design protection and empowerment programs for market workers. Additionally, this research is important for raising public awareness that traditional markets are not merely places of transaction but also work ecosystems involving various groups, including porters who have long been overlooked.

Thus, this research provides an in-depth understanding of the lives of porters, and it is hoped that there will be an awareness that preserving traditional markets is not only about protecting small traders but also about ensuring the sustainability of the lives of the workers who support the system. Porters are not merely part of the market but the backbone that needs to be seen and valued.

2. METHODS

This study employs a qualitative method, collecting data through three data collection techniques interviews, observations, and documentation collection (Sugiyono, 2017). The interview technique allows researchers to obtain data directly from relevant sources that describe the conditions of porters, their interactions with buyers and merchants, and the challenges they face. The research location is Sudimampir Market in Banjarmasin, located on Sudimampir Street, Kertak Baru Ulu, Banjarmasin Central District, Banjarmasin City, South Kalimantan. The research is limited to Banjarmasin Tengah, focusing on the research location at Sudimampir Market, specifically around the area from the end of Murung Street to the side of Sudimampir Bridge on Pangeran Antasari Street. The research period spans two months.

3. FINDINGS AND DISCUSSION

Sudimampir Market is a traditional market that sells basic clothing items and all kinds of goods and services (Abbas et al., 2021; Ilhami et al., 2022). This market offers a wide variety of items available for purchase in both retail and wholesale quantities. It is the largest wholesale center in Banjarmasin. The market has long been known for selling clothing materials or fashion items. Wholesale buyers can resell these items to various regions, including Central Kalimantan and East Kalimantan. The market sells various basic clothing items such as Muslim attire, children's and adult clothing, household items, and breakable goods. Additionally, there are bags, wallets, shoes, sandals, accessories, Middle Eastern-style food and beverages, as well as Banjar-style dishes like jaring and bingka cake, and flower vendors along the road at the end of Murung. The goods available here, particularly clothing items, are sourced from Tanah Abang Market in Jakarta and markets in Tasikmalaya, West Java. According to the researcher's data, there are 400 shop stalls at Sudimampir Market, with approximately 300 vendors.

Data collected by the author during the field research process indicates that the findings of this study provide valuable insights. Every day, amidst the bustling activity of the Sudimampir Traditional Market, vendors negotiate prices with buyers. There is a group of workers who face daily challenges in their routine the porters. Laborers can also be defined as individuals who perform work in exchange for wages and compensation they are crucial to the economic structure and serve as the primary drivers of industry (Siswati, 2017). Porters are individuals who perform the task of moving goods and are responsible for transporting goods according to the instructions of those who hire their services, receiving wages for this work (Meydianawathi, 2011). Thus, a porter can be defined as someone who offers services to carry and transport goods or shopping items using personal transportation, such as rickshaws, bajaj, and motor vehicles (Amanda dkk., 2024).

Most porters work in the informal sector, where workers are not bound by regulations (Dewi & Resen, 2021). According to the theory explained, working in the informal sector, such as markets, where

porters often face uncertain working conditions and low wages. Based on the type of transportation used, porters in markets can be divided into three types bajaj porters, becak porters, and ojek porters.

Conditions are circumstances or situations that influence something, someone, or an event, where the economic conditions for earning income are primarily aimed at meeting the living needs of workers and their families, according to the theory (Wiyatna dkk., 2015). Based on this, in line with the theory, various economic conditions drive workers to seek livelihood at Sudimampir Market as porters. The research findings indicate that most of the porters at Sudimampir Market have been working there for a long time to earn a living. On average, they have been working at the market for 10 to 30 years.

Table average working in the market length of service

No	Name	Age	Length of servie
1	H	57	10 year
2	Y	69	30 year
3	M	54	18 year
4	S	65	30 year
5	T	56	20 year
6	L	59	27 year
7	L	53	28 year
8	Z	70	30 year

Source: Personal (Data Processed, 2025)

This prolonged period has fostered a strong bond between the porters and the market, which serves as their primary source of income. Porters at Sudimampir Market typically work from 9:00 AM to 4:00-5:00 PM WITA, though this varies depending on the volume and weight of goods that need to be moved. For the porters, the working hours still feel reasonable, even though the work often requires extra effort and can be exhausting. Lifting, moving, and organizing large quantities of goods from merchants' shops is certainly no easy task. Fatigue and exhaustion are often part of the daily routine for porters, but they persist with determination and refuse to give up in order to provide for their families.

The average income or earnings of workers ranges from Rp. 50,000 to Rp. 150,000 per day. These earnings are often uncertain depending on various factors such as location and the amount of cargo transported. At times, workers also face the unpleasant reality of not getting any daily customers at all. However, this income is often insufficient to meet the daily needs of workers and their families, especially with the continuously rising cost of living. The following is the average daily income of workers:

Table Average Daily Income of Workers

No	Type of Laborer	Description	Average Daily Income (Rp)
1	Becak	Transporting goods or groceries by becak	90.000 – 140.000
2	Bajaj	Motorized three-wheeled vehicle, usually for transporting goods, with a large load capacity.	100.000 – 150.000
3	ojek	Private motorcycles for transporting goods and quick pick-ups and drop-offs	50.000-120.000

Source: Personal (Data Processed, 2025)

This situation highlights the economic instability and vulnerability inherent in the work of cargo porters. When compared to the Regional Minimum Wage (UMR) for South Kalimantan in 2025, which stands at Rp.3,599,182 (Kompas Cyber Media, 2025), the average income of cargo porters remains far

below the minimum standard. In simple terms, an income of Rp 100,000 per day is equivalent to Rp 2,600,000 per month (assuming 26 working days per month), which is still below the government-set UMR.

To cover this shortfall, many workers seek additional or side jobs. Additional or side jobs are extra activities undertaken by individuals, typically arising from insufficient income from their primary job to meet basic daily needs, according to theory (Sholeh & Mublihatin, 2021). In line with this, some workers engage in side jobs such as barbering during their free time and when called upon, utilizing their skills to earn additional income. There are also workers whose wives work as domestic helpers (ART), enabling them to earn additional income to cover daily needs that are insufficient. Porters without additional work can only rely on the transportation they own and their primary profession. Although the income of porters is often unpredictable, stable, and sometimes sufficient, it is sometimes necessary to stretch it to meet daily needs (Amelia dkk., 2025).

The days leading up to the Eid al-Fitr celebration have an impact on community activities in Indonesia, prompting people to purchase necessary items in anticipation of the celebration, as per the theory (Oktavia, 2023). In line with this, during major events such as Ramadan and significant occasions like the annual gathering of teachers in Martapura, the Sudimampir Market experiences a significant surge in activity. Buyers from outside Banjarmasin arrive in much larger numbers than on regular days. This has a major impact on the economic turnover at the market. Porters experience a significant increase in activity, and their income rises sharply. During major holidays, porters have a great opportunity and a golden chance to boost their income. The busyness of the porters increases, and their income also rises significantly. While on regular days their earnings are limited, during major events, porters can earn wages that are larger than on regular days. Although the porters are physically more tired and have less time to rest, they remain enthusiastic because such major events only occur once a year and present a valuable opportunity to boost their income.

The economic conditions of workers involve a comprehensive explanation of how an economy functions at a specific time, including the physical aspects of workers and other factors according to theory (Soleh, 2014). Given that the working conditions of porters are not easy, every morning they stand by or prepare at the corners of Sudimampir Market, waiting for goods to be transported. The burdens faced by workers include physical, mental, and social aspects (Musriana dkk., 2024). As a result, porters like him must work quickly, racing against time and meeting the demands of merchants and buyers. Health issues caused by work at the market are one of the challenges frequently faced by porters. The intense pace of activities and an environment that is sometimes unfriendly can lead to various health problems. One common complaint among porters is excessive sweating due to hot and sunny weather. Excessive sweating can cause itching, leading to skin irritation. Hot and sunny weather can also affect eye health. Direct exposure to intense sunlight can cause blurred vision and discomfort.

Interaction is a method used by individuals to connect with each other in social activities. According to theory (Soekanto, 2012), social interaction occurs when there is social contact and communication between individuals or groups who interact with each other. In the market, these forms of interaction occur in various ways and create dynamics between workers, buyers, and traders. Every day, the market can become a place where various social roles are played out, and it is here that relationships between individuals are formed, leading to cooperation and accommodation (Ihsan dkk., 2024).

According to the theory (Soekanto, 2012), the associative process of cooperation is formed and realized when society realizes that they have similar interests, so they agree to achieve common goals. In daily life, porters play a crucial role in ensuring the smooth operation of the market and collaborate with shop merchants to lift, transport, and move goods from the merchants' shops to the buyers' homes. This form of cooperation is based on mutual dependence, where shop merchants and buyers require the services of porters, who, in turn, rely on this work as their primary source of income (Nursahid dkk., 2024).

Accommodation, on the other hand, is a process where different individuals or groups strive to reach an agreement through compromise or consultation to reduce conflicts and tensions, as per the

theory (Soekanto, 2012)Based on this, accommodation often arises in situations involving urgent customer needs. From the interview excerpt above, a becak porter received a call from a regular customer who needed the service quickly, while at the same time, the porter was transporting another passenger over a considerable distance. In this situation, the worker faced a dilemma between fulfilling the regular customer's request and respecting the passenger being transported. To resolve this issue, the worker had to contact another rickshaw worker to request assistance in transporting the regular customer. This action reflects a form of accommodation, where the worker strives to adapt as much as possible to the urgent needs of the customer while still valuing the existing passenger. By seeking mutually beneficial solutions, workers not only maintain good relationships with regular customers but also demonstrate a spirit of cooperation and understanding in social interactions within the market environment.

Every transport worker not only serves shop owners and local buyers; workers also have a wide network of customers from various regions within and outside South Kalimantan. Some customers come from areas such as Anjir, Barabai, Kandangan, Marabahan, Tamban, Asam-Asam, Batulicin, Negara, Binuang, Rantau, and even Grogot (East Kalimantan), Muara Tuhup, and Sampit (Central Kalimantan). According to the theory (Mellyniawati & Nainggolan, n.d.), workers who demonstrate strong integrity and a sense of responsibility typically show that they are closer to self-actualization. Based on this, building and maintaining customer trust is no easy feat for cargo workers. Transport workers always maintain ethical conduct, are courteous, do not arbitrarily increase prices, and work meticulously, quickly, and efficiently. The trust of long-term customers outside the region in transport workers impacts the economic stability of workers. Having regular customers provides a broader opportunity to achieve optimal income compared to relying solely on daily customers. The trust built by laborers with customers outside the region reflects a relationship that goes beyond mere economic transactions, but rather an interactive relationship based on mutual respect and dependence formed over the years.

Challenges, as per theory (Winarso, 2021) are forms of effort aimed at developing the ability to perform work. In line with this, every challenge in the job of a porter is not just an obstacle but also part of the effort to improve their ability to survive in this profession. The biggest challenges faced by porters at Sudimampir Market are unpredictable weather, customers who drastically negotiate fees, and thugs demanding security fees or stall fees.

The offers made at Sudimampir Market are made by customers who use the services of porters. An offer is a process whereby customers or service users make offers or negotiate prices to reach a mutual agreement in accordance with theory (Lola Rahmadona, 2023). As a result, many customers demand prices lower than they should be, often even below the minimum rate. Such demands not only reduce the daily income of porters but also create uncertainty in their daily lives. The uncertainty faced by porters in their daily lives is further exacerbated by the presence of gangsters. One example is the presence of gangsters demanding security fees or stall fees. Meanwhile, porters only gather along the roadside in the Sudimampir market area without having a fixed location. As a result of all the pressure from thugs, porters not only lose the income they should receive but also face additional financial and emotional burdens. These demands become an extra burden for workers whose incomes are already unstable. This situation often leaves porters feeling stressed and forcing them to spend additional money that should be used for daily necessities, thereby exacerbating the challenges faced by porters at the traditional Sudimampir Market (Putro dkk., 2024).

Additionally, unpredictable weather, such as heavy rain, can have a significant impact on market activities. When it rains, the number of visitors to the market decreases drastically. The challenges of the job highlight the importance of work-related factors or job characteristics in understanding various aspects of organizational life, as per the theory (Wulanyani, 2013). Given these conditions, the goods being transported may be heavier than usual due to slippery or wet roads, increasing the likelihood of accidents during work. Porters must be more cautious when lifting and moving goods, as the risk of slipping and falling is higher. Physical fatigue may increase, as porters are required to work harder to maintain balance and ensure that goods remain safe throughout the transportation process.

Market activities are a series of human actions that take place within the market, including various activities such as buying and selling transactions, as per theory (Abshar dkk., 2020). In line with this, during certain months when market activity tends to be quiet, porters feel trapped, as their livelihood heavily depends on the number of market visitors coming to shop. Despite this, some porters take on side jobs to earn extra income, such as haircutting, while those without side jobs strive to remain positive and find ways to survive in such conditions.

Figure Interview with Muis, an ojek driver

Source: Personal (Data Processed, 2025)

Based on the image above, the porters who use motorcycle taxis as their mode of transportation Mr M informed us that after trying out several new jobs, a number of porters realized that they missed their old jobs at the market and were not suited to their new jobs. Ultimately, many porters decided to return to their previous profession as porters at Sudimampir Market. There were no obstacles to returning to the market, as the porters still working there welcomed them with open arms and treated them kindly. There was no competition or rejection toward the returning porters, as fellow porters understood that everyone was striving to earn a living or meet their basic needs in the best way possible according to their abilities.

According to the theory (Saragih & Ndona, 2024) solidarity is a sense of togetherness, unity, and high empathy. Social solidarity is a mutual belief among members of a group, as when individuals trust one another, it fosters relationships based on mutual respect and shared responsibility. Relationships among fellow Bajaj drivers generally tend to be very positive. One form of solidarity in social support is when Bajaj transport workers who already have passengers still give opportunities and chances to other Bajaj transport workers who have not yet obtained passengers. This action reflects and demonstrates a sense of care and a desire to share blessings among fellow workers, which can build a better working atmosphere and mutual support.

A supportive attitude shows that workers are in a competitive work environment, but the value of togetherness continues to grow (Kurnia dkk., 2023). With harmonious relationships, workers can survive various challenges in the market, whether it is busy or quiet. Workers at Sudimampir Market recognize that individual success is not solely determined by personal effort but also by mutual support among fellow workers (Nuryanto, 2014). By assisting customers, workers not only help their peers but also strengthen solidarity bonds. This demonstrates that workers possess a mutual supportive mindset and value one another.

Although there is a sense of solidarity among porters, which is generally good and well maintained, there are also more complex situations, including acts of discrimination by individual workers against their fellow workers. Some individuals who were previously involved in discriminatory actions are no longer working as porters in the market. This indicates that while efforts are made to create a respectful environment, conflicts and tensions can still arise. These may be caused by factors such as competition for customers, misunderstandings, and personal conflicts. The presence of such individuals once caused tension among other porters. This experience of discrimination has left

a significant impact on the porters who were victims. When workers feel marginalized or treated unfairly by their peers, it disrupts the atmosphere and reduces a sense of camaraderie. Such conflicts can contribute to the emergence of social violence across nearly all layers of society, as per the theory (Suswandari, 2019). Although the individual is no longer operating in the market, the traces of their actions are still felt in the social relationships among the workers who were victims.

The porters' hopes for the government are a key focus. The porters at Sudimampir Market expressed their desire for the government to build a base in the market to support their activities. The porters at Sudimampir Market have a strong desire for the government to build a facility similar to the one in front of Ramayana Pasar Sentra Antasari. The presence of such a facility is highly significant and important for the porters, as it provides shelter from the sun, allows them to wait for customers who use their services, and enhances their working comfort. Additionally, the porters have complained about the lack of assistance from the local government, both at the village level and the RT/RW level. The porters feel neglected and have not received sufficient support from the government to improve their working conditions. The assistance they hope for includes a base facility, as well as programs that can enhance their well-being.

4. CONCLUSION

Sudimampir Market is a market that provides various basic necessities and other goods, and also serves as the largest wholesale center in Banjarmasin. This study shows that porters at the market contribute significantly to the smooth running of trade, even though they face various difficulties, such as uncertain working conditions, low wages, and pressure from thugs. Most porters operate in the informal sector and earn varying incomes, depending on the number of customers and weather conditions. The social relationships formed between porters, merchants, and buyers create a complex dynamic, where cooperation and accommodation are essential for daily activities. Porters' expectations of the government to build infrastructure that supports their activities require greater attention in efforts to improve their welfare and working conditions. This study provides an in-depth understanding of the lives of porters at Sudimampir Market and the challenges they face in their efforts to earn a living.

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