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THE ROAD IS NOT AN EVENT FOR RECKLESSNESS: THE EFFECT OF EMOTION REGULATION AND MORAL DISENGAGEMENT ON DRIVING AGGRESSIVENESS

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ABSTRACT

The number of traffic accidents in Malang City in 2021 reached 159 reports from January to December 2021. This figure has increased by 30% compared to the previous year. As many as 36 people have died as a result of accidents. Traffic accidents often occur as a result of aggressive driving behavior such as reckless overtaking, anti-social behavior, and recklessness. Several studies have shown that aggressive driving behavior can be influenced by emotion regulation and moral restraint. This study aims to determine the effect of emotional regulation and moral restraint on aggressive behavior in motorcyclists in Malang City. This study uses a quantitative approach with multiple regression analysis methods. The subjects studied were 180 motorbike riders who live in Malang City. The results of the analysis show that the level of emotion regulation, moral mastery, and aggressiveness in motorcyclists in Malang City is at a moderate level. The results of the regression analysis show that there is an influence between emotional regulation and moral restraint on aggressive behavior in motorcyclists in Malang City. Simultaneously the variables of emotional regulation and moral pressure have a 28.8% effect on driving aggressiveness. In addition, aggressiveness in driving is also influenced by several factors, namely gender, age group, type of vehicle, and driving legality.

Keywords: *Emotion Regulation, Moral Disengagement, Aggressive Driving*

INTRODUCTION

Traffic problem is one of the big city issues, dealing with the data in Malang City, the number of traffic accidents has reached 159 reports from January to December 2021. This figure has increased by 30% compared to the previous year. As many as 36 people died as a result of traffic accidents, and 188 victims suffered minor injuries. Traffic accidents in the city of Malang also caused material losses reaching Rp. 161,350,000.00 (Kurniawan, 2021).

The problem of traffic accidents generally is caused several factors, apart from infrastructure factors, the problem of human error is also considered to be the cause. (Mashuri & Zaduqisti (2009). More specifically, traffic accidents are related to aggressive behavior while on the road, such as speeding, following other vehicles, violating traffic lights and stop signs, overtaking other vehicles in the wrong way, and driving in the wrong lane. wrong (Yanuvianti, Qodariah, and Coralia, 2018).

Aggressive driving behavior can be influenced by emotional factors (Sari, 2020). In the context of driving, someone with good emotional control, they are able to drive calmly and think carefully before they take action. Vice versa, people who are unable to control their emotions have a tendency to vent their emotions while driving (Herani & Jauhari, 2017). Emotion regulation relates to a person's emotional

ability to facilitate and regulate psychological processes such as focusing attention, problem solving, and social support (Kuncoro, 2021). In this case, emotion regulation means focusing on the driver's ability to regulate and express these emotions in driving situations (Widuri, 2012). Conversely, difficulties in emotion regulation prevent a person from controlling impulses or urges to take action. In this case, the action is related to the tendency to drive aggressively (Hallion et.al, 2018).

Driving aggressiveness is assumed to be caused by the driver's emotional state. Several studies corroborate this assumption, including Sari's research (2020), concerning the relationship between emotional maturity and aggressive driving, indicating that there is a significant negative relationship between emotional maturity and aggressive driving. Mustikawati (2017) explained that if a driver has stable emotions and can control himself, then he can adjust his behavior to the norm so that the level of aggressiveness in driving can be minimized. Uncontrolled emotional outbursts cause a person to lose the ability to think well while on the road.

Other studies show that driving aggressiveness can also be caused by the influence of moral detachment (Jasmine et.al, 2016). Moral disengagement or moral disengagement occurs when a set of moral values justifies antisocial behavior, lacking barriers to engaging in antisocial behavior so that behavior is acceptable. This is closely related to the impulse to refuse sanctions by constructing justifications for violating moral standards (Shulman, Cauffman, & Fagan, 2011). Moral detachment often facilitates aggressive behavior (Caprara et.al, 2014). Research conducted by Gini, Pozzoli, and Bussey (2014) shows that aggressive behavior is significantly mediated by moral disengagement. Research conducted by Jasmine et al (2016) shows that drivers with a higher tendency to detach themselves morally in the context of driving, they are able to respond more aggressively to others on the road.

Dealing with the explanation above, accident cases in Malang City are certainly an urgency that cannot be ignored given the increasing exposure to accident case data and the causative factors of difficulties in emotional regulation and the tendency to violate and morally break away from values in driving that should be internalized. Therefore, this study aims to test the hypothesis of the effect of emotion regulation and moral disengagement on driving aggressiveness.

RESEARCH METHODS

Research subject

This study involved 180 people, who were selected using a purposive sampling technique. The inclusion criteria in taking the research sample were domiciled in Malang City, driving a motorbike as daily transportation and being at least 17 years old as the basis for the legality of obtaining a driver's license (SIM). The average age is 21.36 with an SD of 2.6. The description of the research subjects is as shown in table 1.

Table 1.
Description of Research Subjects

Description	N = 180	%
Gender		
Man	85	47.22
Woman	95	52.78
The ownership of driving license		
Get driving license without Test	80	44.44
Get driving license with Test	56	31.11
Does not have driving license	44	24.44
Type of motorbike driven		
Matic Motor	140	77.78
Manual Motor	29	16.11
Sport Motor	10	5.56
Scooter	1	0.56

Research Instruments

Difficulties in Regulation Emotion Scale (DERS)

Measurement of emotion regulation adapts the DERS or Difficulties in Regulation Emotion scale by Gratz and Roemer (2004). In this study the scale has a Cronbach's alpha reliability coefficient α = 0.928 with rxy estimates ranging from 0.288-0.651.

The moral disengagement scale

The measurement of the moral disengagement variable adapts the moral disengagement scale developed by Bandura et al (1996). In this study the scale has a Cronbach's alpha reliability coefficient α = 0.865 with rxy estimates ranging from 0.296 – 0.676.

Aggressive driving scale

The measurement of aggressive driving behavior variables adapts the aggressive driving scale developed by James & Nahl (2000). In this study the scale has a Cronbach's alpha reliability coefficient α = 0.832 with rxy estimates ranging from 0.320-0.728.

Data analysis technique

The data analysis technique used in this study was multiple linear regression analysis using SPSS 25 Version for Windows software. It aims to examine the simultaneous effect of the three variables and the effect of each variable partially. Further, the researcher also conducted a descriptive analysis.

RESULTS AND DISCUSSION

Descriptive Analysis Results

The categorization of the level of difficulty of emotion regulation on motorcyclists in Malang City is as many as 7 riders are at high level, 150 riders are at medium level, and 23 are at low level. High level of moral disengagement were 2 drivers, medium level were 123 riders, and low were 55 drivers. Aggressive driving at a high level is 4 drivers, medium is 131 drivers, and low is 45 drivers.

Multiple Linear Regression Analysis

Hypothesis testing in this study used multiple linear regression analysis with the help of the SPSS 25.0 Microsoft for Windows program. The results of the hypothesis test are explained in the table below as follows:

Table 2.
The results of multiple linear regression analysis

Model		Sum of Squares	Df	Mean Square	F	*P.*
1	Regression	3309.440	2	1654.720	35.774	.000[b]
	Residual	8187.110	177	46.255		
	Total	11496.550	179			

The results of the hypothesis in the table above show that the F value is 35.774: p <0.05. This shows that there are influences, moral detachment, and difficulties in emotional regulation simultaneously on driving aggressiveness. The results of the analysis also show that the R2 result is 0.28, meaning that moral detachment, and difficulties in emotion regulation simultaneously affect driving aggressiveness by 28.8%.

Table 3.
Result of Partial Analysis

Independent Variables	Standardized Coefficients Beta			Sig.
(Constant)	3.732		4.769	.000
Emotional regulation difficulties	.040	.159	2.390	.018
Moral disengagement	.052	.467	7.020	.000

Dependent Variable: Driving aggressiveness

Table 3 shows that a person's lack of ability to regulate emotions affects aggressiveness in driving (β = 0.159; p <0.05). Likewise, moral detachment also affects driving aggressiveness (β = 0.467; p < 0.01). Based on the comparison of the magnitude of the influence value, it shows that moral detachment has more influence on aggressive behavior on the road. This means that the justification for aggressive actions will have a greater impact on the occurrence of acts of aggression on the highway than the ability to regulate emotions.

DISCUSSION

This research was undertaken to find out the effect of emotional regulation and moral disengagement on aggressive behavior in motorcyclists in Malang City with a total of 180 respondents. Based on the results of the correlation analysis, it shows that the research hypothesis is accepted and in general there is a significant influence between emotional regulation and moral disengagement on aggressive behavior in motorcyclists in Malang City.

Then, referring to the results of the F test, it can be seen that the R Square is 0.288. This means that the variables of emotional regulation and moral disengagement have an influence on aggressive behavior in motorcyclists by 28.8%. While the remaining percentage of 71.2% is influenced by other factors. this at the same time supports various opinions from previous studies regarding the regulation of emotions and moral disengagement towards aggressiveness in driving (Sari, 2021; Mustikawati, 2017; Jasmine et al, 2016; Luthfie, 2014).

The results of research by Sari (2021) and Mustikawati (2017) show that

emotions have a significant relationship and influence on aggressiveness in driving. This result is in line with the opinion of James and Nahl (2000) that driving aggressiveness is a driving behavior under the influence of distracted emotions. The results in this study showed that as many as 150 respondents had moderate levels of difficulty in emotion regulation, 23 respondents had low levels, and 7 respondents had high levels of difficulty. According to Herani and Jauhari (2017), someone who is unable to control their emotions has a tendency to vent their emotions while driving. Vice versa, someone with good emotional control, they are able to drive calmly and think carefully before they take action.

Jasmine's research (2016) shows that drivers with higher moral disengagement tendencies in the context of driving, they can respond more aggressively to others on the road. The results in this study indicate that as many as 123 respondents have a moderate level of moral disengagement, 55 respondents in the low category, and as many as 2 respondents have a high level of moral disengagement. Caprara (2014) explains that moral disengagement significantly facilitates access to aggressive behavior. This is in line with Luthfie's research (2014) that moral disengagement has a significant effect on aggressive driving behavior. The results of this study imply that awareness of traffic rules is very important in creating orderly driving. Group norms determine driving behavior on the road. A person's moral detachment while driving will result in no guilt when carrying out actions that are not good (Hakim & Nuqul, 2011).

The results of this study also illustrate that as much as 28.8% of aggressiveness in driving is influenced by emotional regulation and moral disengagement. In other words, there are 71.2% influenced by other factors. Several factors are assumed to influence driving aggressiveness, namely: gender, age group, type of vehicle, and driving legality. This assumption is supported by Tasca (2000) that gender differences have an influence on aggressive driving. According to him, women will obey traffic laws more even when they are in a safe situation. Meanwhile, men tend to feel more confident in complying with laws selectively. The results of the analysis of gender in this study indicate that the average aggressiveness in driving in males is higher than the average aggressiveness in females. This result is in line with research by Yagil (1998) which shows that women tend to have a stronger sense of obligation to comply with traffic laws than men. Furthermore, Tasca (2000) explained again that apart from gender, age differences also affect the level of aggressiveness on the road. Younger riders tend to be more aggressive than younger age groups (Parker, 1998).

In the perspective of social learning, aggression is seen as the result of norms, rewards, punishments and individual models that have been exposed (Grey, 1989). Doob and Gross (1968) conducted a study on the effect of social status on driving aggressiveness as measured by the response to honking the horn. As a result, only 50% percent of drivers honk in high-status vehicles. Meanwhile, 84% honked at low status vehicles. This also shows that aggressive driving is influenced by social factors. In

this case, the researcher analyzed social factors based on the type of motorcycle. The results of the analysis are that the highest average aggressiveness in driving comes from scooter motorbikes of 61.00. While the average driving aggressiveness of the other types comes from the type of motorbike sport of 48.20, the type of automatic motorbike is 46.70, and the type of scooter is 47.24. These results also show that social factors based on the type of motorcycle can explains the average aggressiveness in driving.

Aggressiveness in driving can also be influenced by the driver's attitude (Assum, 1997). In his research, he explained that drivers who were classified as drivers who were not considerate of other drivers had an average of 2.6 more accidents compared to drivers who were classified as attentive drivers. In this study, the attitude of concern for other drivers or the authorities is understood based on their attitude in possession of a driving license (SIM) as the legality of driving. There are three types of attitudes towards driving a driver's license, namely having a driver's license through a test, owning a driver's license without a test (shooting), and not having a driver's license at all.

Efforts are needed to carry out education and habituation to driving on the highway from an early age. Socialization and persuasion through family, school and even social media are needed to instill orderly traffic norms. persuasion to take firm action against disorder in driving must still be carried out because negative reinforcement is needed to shape one's behavior

CONCLUSION

The results of this study indicate that driving aggressiveness was affected by moral disengagement and the ability to regulate emotions. Between the two variables, morality is a factor that must receive attention to create order or also to reduce road accidents. In addition to giving punishments, instilling driving morals needs to be done through various efforts, starting from education from the family, schools to the macro level through social media.

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