

Difficulties in Regulating Emotions Against Aggressive Driving Behavior with Moral Disengagement as a Mediator



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KEY WORDS

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ABSTRACT

This study aims to determine the relationship between variables and to determine whether the difficulties in emotion regulation can have an indirect effect on aggressive driving behavior through moral disengagement as a mediator on motorcycle riders in Bekasi Regency and City. This study uses quantitative method with a correlational research design and path analysis. The subjects in this study were 424 motorcyclists. This study uses a scale of aggressive driving behavior with an r alpha value=0,953, a moral disengagement scale with an r alpha value=0,942, and an difficulties in emotion regulation scale with an r alpha value=0,955. The sampling technique used is quota sampling. The data analysis technique used Spearman's Rho Correlation and Path Analysis. This study found that there was a positive relationship between difficulties in emotion regulation and moral disengagement ($r=0,517$, $p<0,05$), there was a positive relationship between moral disengagement and aggressive driving behavior ($r=0,605$, $p<0,05$), there was a positive relationship between difficulties in emotion regulation and aggressive driving behavior ($r=0,374$, $p<0,05$), and there is a direct effect of difficulties in emotion regulation on aggressive driving behavior ($\beta=0,407$, $p<0,05$) and there is an indirect effect of difficulties in emotion regulation on aggressive driving behavior by involving moral disengagement as a mediator ($\beta=0,073$, $p>0,05$). This study shows that the value of the coefficient of indirect effect decreases and becomes insignificant when compared to the coefficient of indirect effect, so it can be concluded that the form full mediator.

1. Introduction

The rapid development of technology in human life today has an impact on the development of transportation modes in supporting daily life. The development of transportation modes today is not just apart from the problems in society, one of which is the high risk of accidents. Accidents can occur in all modes of transportation, be it land transportation, sea transportation or air transportation. Almost every day accidents on land transportation occur, especially

traffic accidents that occur on the highway and most of these accidents occur in motor vehicles, especially most often in motorcyclists.

Accidents experienced by motorcyclists can occur due to many factors behind them. Haddon (Soffania, 2018) stated that there are three main factors that cause accidents, namely human factors, environmental factors and vehicle factors. Then Danang (2010) revealed that the behavior and



mentality of motorcyclists are factors that greatly affect traffic stability.

Furthermore, according to Herani & Jauhari (2017), there is a driver's behavior that is shown when the road conditions are congested and congested, namely driving at a close distance with other vehicles, overtaking and overtaking other vehicles in front of him, honking with fast intensity, swearing, shouting and sometimes arguing with other drivers. These behaviors are descriptions of behaviors that are often referred to as aggressive driving behavior.

Aggressive driving behavior as described by Tasca (2000) is an action that is deliberately carried out in driving that tends to increase the risk of traffic accidents motivated by impatience, irritation, hostility, and/or efforts to save time. Furthermore, James & Nahl (2000) stated that aggressive driving behavior is driving behavior under the influence of emotional disorders that results in behaviors such as imposing a risk on other drivers, it is said to be aggressive because it can be assumed that others are able to handle the same level of risk and it is also assumed that a person has the right to increase the risk of others being exposed to danger.

Then Neuman et al. (2003) argue that aggressive driving behavior means operating a motor vehicle in a selfish, coercive or impatient way, often unsafe, which directly affects other drivers. Next, Houston et al. (2003) revealed that aggressive driving behavior can be said to be a dysfunctional pattern of social behavior that interferes with public safety consisting of the habit of tailgating, honking in an unnecessary state (honking), making movements that endanger other drivers (rude gesturing), flashing high beams in a calm atmosphere (flashing light), and driving at high speed (speeding).

There are several factors that affect aggressive driving behavior such as age (Tasca, 2000), gender (Perepjolkina & Reñge, 2011), anonymity (Tasca, 2000), social factors (Nabavi, 2012; Tasca, 2000), personality (Priatini et al., 2019; Sujanto et al., 2006), lifestyle (Beirness, 1996; Tasca, 2000), driver

behavior (Tasca, 2000), and environmental factors (Hennessy & Wiesenthal, 2001; Prakash & Kansal, 2007; S. W. Sarwono, 2017). Then there are two other factors that can affect aggressive driving behavior based on previous research, namely difficulty in regulating emotions (Priatini et al., 2019) and moral disengagement (Swann et al., 2017).

Aggressive driving behavior, one of which can be affected by difficulties in regulating emotions. This is in accordance with what was expressed by Priatini et al. (2019), namely drivers who have difficulty regulating their emotions tend to act speeding and violate traffic regulations, which is a description of behavior that is included in aggressive driving behavior.

In addition, aggressive driving behavior can also be influenced by moral disengagement. This is in line with the research of Swann et al. (2017) which revealed that motorists who demoralize when driving tend to honk their horns many times, spur vehicles at high speeds, flash high beams, endanger other motorists, and degrade other motorists. This is a description that is included in aggressive driving behavior.

Then in a study conducted by Basharpour & Ahmadi (2020) it was found that difficulties in regulating emotions have a positive influence on moral disengagement. This can be interpreted as a person who has difficulty regulating his emotions will tend to be more likely to make moral releases. Based on the empirical study above, this study uses moral disengagement as a mediator between the difficulty of regulating emotions and aggressive driving behavior.

This study aims to find out (1) the descriptive difficulty of emotional regulation, moral disengagement, and aggressive driving behavior, (2) the relationship between emotional regulation difficulties and moral disengagement, (3) the relationship between moral disengagement and aggressive driving behavior, (4) the relationship between emotional regulation difficulties and

aggressive driving behavior, and (5) the indirect influence of emotional regulation difficulties on aggressive driving behavior through moral disengagement as a mediator in drivers motorbike.

Aggressive Driving Behavior

Aggressive driving behavior according to Tasca (2000) is an action that is carried out deliberately in driving that tends to increase the risk of traffic accidents motivated by impatience, annoyance, hostility, and/or efforts to save time. Then James & Nahl (2000) revealed that aggressive driving behavior is driving behavior under the influence of emotional disorders that produce behaviors such as imposing a risk on other drivers, it is said to be aggressive because it can be assumed that others are able to handle the same level of risk and it is also assumed that a person has the right to increase the risk of others being exposed to danger.

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Furthermore, Săucan et al. (2012) argue that aggressive driving behavior is a behavior that is influenced by factors such as aggressive personality, power designation, and thrill seeking. Then, the National Highway Traffic Safety Administration (NHTSA) (Faturohman et al., 2021) interprets aggressive driving behavior as an operation of a motor vehicle that can endanger oneself, a person or property, this occurs because the driver is impatient, and does not care so as to provoke the emotions of other road users around him.

Moral Disengagement

Moral disengagement according to Bandura (1999) is a process of moral deengagement that is closely related to people who make unethical decisions

because their self-regulation, emotions, and morals are inactive when there is the use of cognitive mechanisms that are linked together. This inactivity is called moral disengagement.

Then Hymel & Bonanno (2014) revealed that moral disengagement is behavior that functions to deter a person, making negative and inhuman behavior possible because the individual is free from condemnation and potential guilt. This can be interpreted as moral disengagement is an effort to find an excuse to be free from guilt committed due to behavior that is not in accordance with moral principles. In addition, Clemente (Sarhini et al., 2019) stated that moral disengagement is a selfish behavior that violates one's own principles and rules without feeling bad or guilty.

Furthermore, Hartmann (Sarhini et al., 2019) argue that moral disengagement is behavior when individuals consider violations as justifiable behavior. According to Moore (Sarhini et al., 2019) moral disengagement can be positively influenced by dishonesty, cynical personality, and external locus of control. Then moral disengagement can also be negatively influenced by the development of moral thought, moral identity, moral idealism, empathetic concern, guilt, honesty, humility, awareness, and friendliness.

Difficulty regulating emotions

Difficulties in emotional regulation according to Gratz & Roemer (2004) are the absence or lack of some or all abilities which include awareness and understanding of emotions, acceptance of emotions, the ability to control desired behavior when experiencing negative emotions and the ability to use appropriate and flexible emotion regulation strategies to regulate emotional responses according to the desired goals of the individual and the demands of society.

Furthermore, Hilt et al. (2011) argue that difficulties in regulating emotions are maladaptive habits of emotional regulation that may be involved in



regulatory impairment or interfere with adaptation functions. Then Carpenter & Trull (2013) revealed that the difficulty of emotional regulation is the inability of individuals to manage emotions.

In addition, Crowell et al. (2014) stated that difficulties in emotional regulation can be described as increased negative emotional exchanges that are less responsive to self-regulation efforts. In addition, Ibraheim et al. (2017) stated that difficulties in regulating emotions in general can be interpreted as the inability of individuals to control emotional responses according to their desires, causing individuals to release emotional responses that are not in accordance with what they want.

2. Methodology

The subject of this study is motorcyclists in Bekasi Regency and City totaling 424 people. Data collection in this study uses a psychological scale. The research instruments on the scale of aggressive driving behavior, moral disengagement and difficulty in regulating emotions were compiled based on the Likert scale. Data analysis was carried out using correlation tests and path analysis. The correlation test was carried out with the Spearman's Rho Correlation test to determine the relationship between emotional regulation difficulties and moral disengagement, moral disengagement with aggressive driving behavior, and emotional regulation difficulties with aggressive driving behavior in motorcyclists. Then a path analysis was also carried out to determine the indirect influence of emotional regulation difficulties on aggressive driving behavior through moral disengagement as a mediator in motorcyclists.

3. Result and Discussion

Based on the results of the analysis of the Spearman' Rho Correlation test that has been carried out, the

results of the correlation coefficient $r=0.517$ $p=0.000$ ($p<0.05$) were obtained. This can be interpreted as H_0 being accepted, which means that there is a relationship between the difficulty of emotional regulation and moral disengagement in motorcyclists. The results of this analysis are in line with the results of the research of Basharpour & Ahmadi (2020) who stated that there is a relationship between emotional regulation difficulties and moral disengagement with a coefficient value of 0.700 and a significance level of $p= 0.001$ ($p<0.05$). This can be interpreted as a person who has difficulty regulating their emotions tends to demoralize so that they feel out of control and feel that they are in a negative relationship pattern with others.

The results of the analysis of the Spearman' Rho Correlation test that have been carried out obtained the result of the correlation coefficient $r=0.605$ $p=0.000$ ($p<0.05$). This can be interpreted that there is a relationship between moral disengagement and aggressive driving behavior in motorcyclists. The results of this analysis are supported by the results of Swann et al. (2017) who stated that there is a relationship between driving moral disengagement and driving aggression with a coefficient value of 0.550 and a significance level of $p= 0.000$ ($p<0.05$). It can be interpreted that a person who demoralizes while driving can trigger behaviors that lead to aggressive driving behavior.

Based on the results of the analysis of the Spearman' Rho Correlation test that has been carried out, the results of the correlation coefficient $r=0.374$ $p=0.000$ ($p<0.05$) were obtained. This can be interpreted as a relationship between the difficulty of emotional regulation and aggressive driving behavior in motorcyclists. The results of the correlation test can be seen in table 1.

Table 1. Spearman's Rho Correlation Test between Variables

Variable	Correlation Coefficient (<i>r</i>)	Sig(ρ)	Information
Difficulties in Regulating Emotions with <i>Moral Disengagement</i>	0,517	0,000	There is a positive and significant relationship (strong correlation coefficient level)
<i>Moral Disengagement</i> with Aggressive Driving Behavior	0,605	0,000	There is a positive and significant relationship (strong correlation coefficient level)
Difficulties in Regulating Emotions with Aggressive Driving Behavior	0,374	0,000	There is a positive and significant relationship (the level of correlation coefficient is sufficient)

The results of the lane analysis to determine the indirect influence of emotional regulation difficulties on aggressive driving behavior through moral disengagement as a mediator in motorcyclists can be found that there is a direct influence of emotional regulation difficulties on aggressive driving behavior ($\beta=0.407$, $p<0.05$) and There was an indirect effect of emotional regulation difficulties on aggressive

driving behavior by involving moral disengagement as a mediator ($\beta=0.073$, $p>0.05$). This shows that the value of the indirect influence coefficient decreases and becomes insignificant when compared to the direct influence coefficient, so it can be concluded that the form of mediation is full mediation. The results of the path analysis can be seen in table 2.

Table 2. Test of Path Analysis of the Influence of Emotional Regulation Difficulties on Aggressive Driving Behavior with Moral Disengagement as a Mediator

Variable	Direct Influence	Indirect Influence	Information
Difficulties in Regulating Emotions against Aggressive Driving Behavior with <i>Moral Disengagement as a Mediator</i>	0.407, $p<0.05$	0.073, $p>0.05$	<i>Full Mediation</i>

Discussion

The results of this study are in accordance with the research of Priatini et al. (2019) who stated that there

is a relationship between difficulty in regulating emotions and dangerous driving behavior with a coefficient value of 0.881 and a significance level of $p= 0.000$ ($p<0.05$). This can be interpreted that a

person who has difficulty regulating his emotions while driving can trigger behaviors that lead to dangerous driving behaviors such as driving at high speeds and driving aggressively. Research by Trógolo et al. (2014) revealed that a person who has emotional regulation can control and maintain his emotions, so that he can be more patient and tolerant of other road users. Meanwhile, drivers who have difficulty controlling the negative emotions they feel have a tendency to drive dangerously.

Based on the results of the analysis of the path analysis test that has been carried out, it is known that there is a direct influence of emotional regulation difficulties on aggressive driving behavior ($\beta=0.407$, $p<0.05$) and there is an indirect influence of emotional regulation difficulties on aggressive driving behavior by involving moral disengagement as a mediator ($\beta=0.073$, $p>0.05$). This shows that the value of the indirect influence coefficient decreases and becomes insignificant when compared to the direct influence coefficient, so it can be concluded that the form of mediation is full mediation. Based on the results of the analysis, it can be concluded that Ha4 is accepted, which means that there is an indirect influence of emotional regulation difficulties on aggressive driving behavior mediated by moral disengagement as a mediator in motorcyclists in Bekasi Regency and City.

This research is inseparable from the limitations of researchers who are considered to be very far from perfect. These limitations are the subject and scope of research that is less specific because it is not divided into small areas such as sub-districts, villages or sub-districts.

4. Conclusion

Based on the discussion of the results of the research on the difficulty of emotional regulation on aggressive driving behavior with moral disengagement as a mediator in motorcyclists, it can be concluded that there is a relationship between emotional regulation difficulties and moral disengagement in motorcyclists, there is a

relationship between moral disengagement and aggressive driving behavior in motorcyclists, there is a relationship between emotional regulation difficulties and aggressive driving behavior on motorcyclists, and there is an indirect influence of emotional regulation difficulties on aggressive riding behavior with moral disengagement as a mediator in motorcyclists.

Some suggestions can be taken into consideration for various parties. First, for other researchers who are interested in conducting research on the same topic, it is expected to pay attention to variables and other factors that can specifically affect aggressive driving behavior, the next researcher is also expected to be able to research in other more specific scopes such as researching in sub-district areas that are subdivided into small areas such as villages or sub-districts, or can also choose specific subjects such as motorcycle club members and so on. Second, for the public, especially those who use motorcycles as the main mode of transportation, to be more careful and be able to regulate their emotions when riding motorcycles so that there is no moral release and actions that endanger riders or other road users such as aggressive driving.

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