



(MUDIMA)



The Mediating Effect of Self-Control on Moral Disengagement and Motorcyclists' Compliance with Traffic Regulations

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ARTICLE INFO

Keywords: Compliance, Moral Disengagement, Self-Control, Traffic

Received : 3 December

Revised : 22 January

Accepted : 20 February

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ABSTRACT

This study aims to examine the role of self-control as a mediator variable in the relationship between Moral Disengagement and driver compliance with traffic rules. Moral disengagement refers to cognitive mechanisms that allow individuals to justify unethical behavior which can have an impact on low levels of compliance with applicable rules. Self-control in individuals can regulate emotions, thoughts and behavior and can be assumed to be able to reduce the negative influence of moral disengagement on compliance. Data was collected through distributing goggle forms using a Likert scale. The subjects of this research consisted of 300 respondents using snowball sampling. This study uses mediation path analysis to test the hypothesis and the results prove that self-control media significantly tests the relationship between moral disengagement and compliance. Thus, someone who has an increasing level of moral disengagement shows a lower level of compliance with rules, but this effect weakens when the individual has high self-control. These findings indicate that increasing self-control abilities can be an effective strategy to reduce the negative impact of moral disengagement on compliance with traffic regulations. This study contributes to the literature related to traffic psychology and provides practical implications for improving driving safety

INTRODUCTION

Traffic accidents are a global event with a phenomenon that is increasing every year. Traffic accidents seem to be endless. Traffic accidents affect traffic flow and traffic operations and cause quite serious injuries and even death. This is proven by data on traffic violations that occur. According to the Health Organization (WHO, 2018)), it has stated that 1.35 million people died worldwide due to traffic accidents (Aqib, 2020). Meanwhile, the United States eats US\$ 160 billion per year, on average due to traffic accidents including accidents and traffic stoppages and the figure reached US\$ 192 billion by the end of 2020 (Wang et al., 2017). In addition, data in China showed 203,0449 traffic accidents in 2017 which caused 63,772 deaths, 209,654 injuries and economic losses of 1.21 billion yuan.

Accidents while driving on the highway are something that can happen to anyone while driving on the highway. The factors causing this can be caused by human error or because of not following the following driving rules: drivers who change direction, block oncoming vehicles, accelerate above the minimum limit of around 60 km / h, violate traffic signs, violate the rules by not wearing a helmet, violate traffic signs, do not install rearview mirrors according to the rules. Data from the Indonesian National Police with the increasing population of course the number of vehicles has experienced a fairly drastic spike.

In the period 2018-2022, the number of accidents in Indonesia increased by 6.26%. The increase in traffic accidents consisted of minor injuries and serious injuries with values of 0.09% and 5.29%. According to data, the number of fatalities was 1.16%. In addition, there was a decline in material and financial losses with a percentage of 6.97% (Korlantas POLRI, 2022) with a record of vehicles that had accidents in 2022 as many as 139,258 cases. Of that number, there was an increase of 31.16% which occurred in 2021 with 106,172 incidents. Traffic accidents caused 201,944 with a record

of minor injuries of 79.45%, with the number of serious injuries of 6.62%, and people who died 13.93% suffered a loss of 280,009 million rupiah.

The number of accidents in the 2018 period - there was a spike in the number of motorbikes by 4.05%. The spike in vehicles occurs quite a lot every year. The spike in motorbikes is nicknamed the highest compared to others with a percentage value of 4.11% then 3.73%, transport cars 3.68% and buses 2.23. The same thing happened in 2022, there was a spike in vehicle types. Goods cars experienced a spike with a percentage value of 4.62% then large transport cars 4.62% followed by passenger cars and motorbikes 4.60% and 4.38% respectively. And buses experienced a decrease of 2.48%. (Land Transportation Statistics Agency, 2023). With the number of motorbikes increasing compared to other types of vehicles. with a spike of 84.52%, then passenger cars and goods cars with a percentage of 11.58%. Then the bus is a vehicle that has a small proportion compared to the others with a percentage of 0.16. So this is a factor causing the characteristics and number of types of vehicles. (Korlantas Polri, 2022). Traffic accidents not only threaten the lives of road users, but also cause traffic congestion and other traffic disruptions. Given the risk of death in traffic accidents, the World Health Organization (WHO, 2018) estimates that riding a motorcycle is 10 times more dangerous, per kilometer than driving a passenger car and almost 20 times more dangerous, per hour of driving than driving a passenger car (WHO, 2018). This phenomenon also occurs in Australia where traffic accidents are estimated to cost A\$33.15 billion in 2016 (Litchfield, 2016) this figure comes from the estimate of the "value of a statistical life" (Henser, 2009) and the costs associated with lost economic output due to injury and property repairs (Bitre, 2009). In the United States the number of deaths from traffic accidents exceeds the combined number of the two most feared diseases, cancer and heart disease and almost half

of the deaths of 19-year-olds are caused by traffic accidents (Evans, 1991). While the number of road deaths per 100,000 people in Australia was five times lower in 2013 than in 1975 (Bitre, 2014), there were over 1100 deaths in 2018 (Bitre, 2019). To maintain the decline in the number of deaths and reduce overall crashes by understanding the various causal factors that can influence road crashes.

has important aspects. Influencing aspects include environmental conditions, vehicle factors, driver factors, characteristics and behaviors, and road design (Milton, 1998). Of particular concern is the impact of traffic conditions on accidents. Although at first glance it may not seem necessary to reduce congestion, if it is negatively correlated with the frequency of serious injuries or fatal accidents, the reduction can have a negative impact on road safety (Wang, 2013). A strong construction of this correlation is needed to improve traffic management and reduce the frequency of accidents.

The findings according to Katerina et al (2020) show that the category of factors that influence the causes of traffic accidents for private vehicle drivers have been analyzed. The most common causal factor (or cause of accidents) is lack of attention (regardless of age or gender). As evidenced by the results of the Czech In-depth Accident Study (CzIDAS) from the number of traffic accidents analyzed, in 40% of the accidents analyzed, lack of attention contributed to the accident. Lack of attention can be caused by several causes such as excessive attention (35%), distraction (19%), monotonous driving (13%), etc. A study according to Lin Hu, et al (2020) proves that one of the factors causing accidents is the age of the driver, indicated by drivers aged 18-30 years are more likely to cause accidents, drivers with 6-10 years of driving experience have the highest risk of accidents, followed by drivers with 4-5 years of driving experience and driving style is also highly correlated with the tendency of the risk of accidents.

Data from the National Crime Information Center (2023) stated that 134,867 traffic accident cases were reported in 2023. In total, the National Police explained the losses. The incident was worth Rp 258.18 billion. Traffic accidents that occurred in several regions, one of which was East Java, were the most frequent traffic accidents with a total of 29,372 in November 2023. This was followed by the number of cases by the Central Java Regional Police with 29,372. The report and Polda Metro Jaya showed the number of reports was 10,711. Throughout 2021, Tuban City had the highest number of accident cases in East Java with 799 cases, the death toll was 175, 28 victims suffered serious injuries and 1,017 victims suffered minor injuries. suffered a loss of Rp 1.75 billion. If calculated with an average value, then two lives are lost every day. (Radartuban.jawapos.com)

Another accident occurred on Saturday, January 11, 2025, two young men riding a Honda GL died after hitting a Diesel vehicle parked on the side of the road (beritajatim.com). A similar case occurred, namely a bus on the Surabaya-Semarang route carrying 10 passengers that had a traffic accident in the Tuban - Bancar area which resulted in two people being injured, namely the bus driver and the bus conductor (jatim.viva.co.id) The regulation explaining traffic accidents in Law Number 22 of 2009 concerning traffic and the Road Force. The penalties imposed on individuals who violate are of various types, such as criminal penalties or fines. Traffic accident violators can be given more penalties by taking away their driving license or financially compensating for losses. Based on Law of the Republic of Indonesia No. 22 of 2009 concerning traffic and road transportation, the aspects of traffic accidents can be said to be caused by motorcycles which are categorized into four aspects, including driver negligence motorbikes, lack of motorbike services, lack of infrastructure and areas (Puspitasari, 2013). Republic of Indonesia Law Number 22 of 2009 concerning road traffic and transportation, divides traffic accidents into 3

levels, namely (1) minor traffic accidents; (2) moderate traffic accidents and (3) major traffic accidents.

Obeying the rules is something that must be done by an individual. If it can be reviewed from the causes of vehicle driver compliance, including behavior that respects and appreciates each other between motor vehicle drivers, Second, road users are afraid of the sanctions they will get when the individual violates traffic rules, third, the level of awareness of road users about security and safety in traffic. If the three factors can be understood and comprehended by vehicle drivers, it can reduce traffic accidents. Individuals who have behavior that obeys traffic rules can be detected through compliance when driving a vehicle and being careful of existing forms of violations. Individual knowledge and experience in driving is a form of obedience to existing regulations. With the cases of accidents that occur, it is hoped that individuals can comply and prioritize safety (Widodo, 2016)

Compliance is a condition where a person is able to act in accordance with existing regulations. The existence of an attitude of obedience towards individuals indicates an attitude of obedience to existing regulations. Provisions are Provisions are government actions taken to confirm or reject a legal relationship or condition (Kusumadewi, 2012).

Obedience is a behavior that adapts to what is done by individuals in order to achieve targets, there is awareness in themselves deeply and tends to act. Based on this, there is something that support individuals to behave according to existing rules. Being able to separate right from wrong does not always mean that individuals behave as expected (Bussey, 2020). When individuals behave wrongly in everyday events even when the individual knows that what is done is wrong. Bandura (1991) named this social cognitive process as being involved in wrongdoing by defending oneself as a moral person and using various methods of reasoning to justify it. the mistake as a form of moral disengagement. Social cognitive theory argues that morality refers to two stages, including: (a) self-regulatory mechanisms; (b) positive social interactions (Bandura, 1991). When

an individual disengages morally, they disengage from their moral standards but still hold fast to themselves as moral individuals. To maintain a positive outlook, the individual uses various means to justify the mistakes they make to avoid moral emotions (e.g. guilt, shame, self-punishment) such as moral justification (it's okay to fight to protect a friend), favorable comparison (damaging some property is not a big deal when seeing someone else beating someone else) and transfer of responsibility (if children live in bad conditions, they cannot be blamed for behaving aggressively) (Bandura, et al., 1996).

The findings conducted by (Mark Vincent, 2021) describe social cognitive theory showing that self-control and cooperation are processes that help individuals behave morally and reduce the frequency of moral disengagement in the future. In addition, self-regulatory mechanisms such as self-control play an important role in regulating moral attitudes. Self-control helps individuals to see and judge their own attitudes according to the moral values they have internalized (Bandura, 1991).

According to social cognitive theory (Bandura, 1986) individuals develop internal moral standards to prevent, monitor, evaluate their own behavior. Then the individual tends to behave in a way that gives satisfaction and avoids attitudes that bring sanctions to themselves (Bandura, 2002). Although moral standards are assumed to be like behavioral guidelines, several studies have shown that the ability to compare what is right from what is wrong is not always followed according to these standards (Capara et al., 2014). In fact, the self-regulation function of moral standards can be activated and deactivated carefully and moral disengagement is the key to the deactivation process (Bandura, 1990).

Social deviations implemented by individuals regarding violating traffic accident rules can add other punishments and can be viewed badly by others. Moral Disengagement refers to a cognitive mechanism called the disengagement mechanism that inhibits and restructures the consequences of actions that are out of the rules and dangerous

(Bandura, 1999).

Bandura (1999) recognizes eight moral disengagement mechanisms, including: (a) moral justification; (b) euphemistic language; (c) favorable comparison; (d) transference and distribution of responsibility; (e) ignoring the consequences of action; (f) dehumanization and attribution of blame. These mechanisms are classified into four higher dimensions, including: (a) reprehensible behavior; (b) irresponsibility; (c) adverse impact; (d) victimization.

As *moral disengagement* increases, a person may feel more comfortable breaking traffic rules because they can separate the action from the moral or ethical consequences. This leads to decreased compliance with traffic rules. As moral engagement increases, traffic violation behavior tends to decrease. People who are morally engaged are less likely to commit violations because they are more aware of the negative impacts of their actions and cannot easily rationalize the behavior. In line with Varun Sharma's research (2023), one of the causes that influences traffic compliance is moral disengagement, the study proved a positive correlation between moral disengagement and compliance. In the context of traffic compliance, *moral disengagement* refers to a person's ability to rationalize and justify their actions in breaking traffic rules so that they do not feel guilty or responsible for the behavior. For example, a person may think that running a red light or speeding is okay if "the road is empty" or "there are no police watching." When moral disengagement increases, a person will be more likely to violate traffic regulations for several reasons such as the aspects of moral disengagement put forward by (Hymel, 2005) such as a) Reducing feelings of guilt; b) carrying out a mechanism of responsibility; c) Ignoring the impact of behavior; d) dehumanizing victims; e) moral justification; f) social environment; things that are done such as "everyone does it", "this is just a minor violation", "The government should fix the road infrastructure, it's not my fault", "This motorcyclist is not important, the important thing is that I get there quickly", "The police rarely patrol this road, I can speed without fear

of being caught". As a result of this minimal sense of guilt, behavior that violates the rules such as running red lights, speeding, or not wearing a helmet is considered something normal or acceptable and they will feel free from moral consequences. When moral disengagement increases, individuals become more detached from moral norms and personal responsibility, allowing them to rationalize and justify behavior that violates traffic rules. They do not feel guilty or afraid of moral consequences, because they can rationalize their behavior with a variety of reasons, ranging from "no one is watching" to "it's for my own good."

Moral disengagement allows people to delay or ignore their moral evaluation of their behavior, which ultimately makes it easier to violate traffic rules. Aspects that cause obedience according to Milgram (1963) include colleague support, closeness to authority figures, and personal responsibility. Meanwhile, Brown's opinion (2009) is that factors that impact obedience are factors that originate within the individual, describing self-positioning, emotional, and self-control.

Furthermore, factors originating from outside the individual describe colleagues, family and authority figures. One of the factors that has an impact on compliance with rules (Brown, 2009) is self-control. Hendrawan (2021) explains that self-control is an event where an individual can control themselves to comply with the rules. Based on Malikah (2017) who explained that there is a positive and quite significant correlation between self-control and compliance. The higher the self-control of an individual so that individuals comply with traffic rules. In addition to the relationship with moral disengagement, compliance can be caused by self-control. Self-control acts as the main intermediary connecting moral disengagement with traffic compliance. Moral disengagement functions to rationalize or minimize a person's awareness of the risks or moral violations when violating traffic rules. When someone uses the moral disengagement mechanism, the individual's self-control can decrease. This is because individuals are more likely to ignore internal signals that usually stop negative

behavior. As a result of decreased self-control, a person becomes more likely to engage in traffic violations, which leads to low levels of traffic compliance. Other factors such as environmental situations, traffic congestion or police surveillance, can strengthen or weaken the influence of moral disengagement on self-control and traffic compliance. People with high self-control may still obey the rules even if they experience moral disengagement, especially in situations of high risk or high surveillance.

METHODS

Population and Sample

This study uses a Quantitative method. Control is used as a mediator variable, *Moral Disengagement* as a dependent variable and Compliance as an Independent variable. In this study, the population consists of motorized vehicle users in the city of Tuban with an unknown population size. Sampling was carried out using a google form distribution by distributing questionnaires to respondents. With a research sample size of 300 respondents, the number of valid items was 60 multiplied by five with a minimum sample using the *snowball sampling formula*.

Compliance

The operational definition of obedience is a behavior or attitude of obeying rules, orders, or standards that have been set, either by law, social norms or authority. For example, legal compliance is obeying established rules, ethical compliance is behaving in accordance with generally recognized moral values and ethical standards. This definition refers to the theory put forward by Allen and Murphy (2005) with five aspects, including: emotions related to shame, informal prevention, formal prevention, compliance with applicable rules and compliance with new rules. The results of the discrimination test using *the index corrected item correlational* total of more than 0.3 (Azwar, 2012) in the trial of the measuring instrument conducted on 47 people obtained the results of the correlation coefficient of the measuring instrument moving from 0.406 -

0.613. With a total of 4 items dropped in the first round until the remaining 16 valid items. The Reliability Test of the compliance scale obtained a *Cronbach's alpha* value of 0.654, the number of initial items was 20 items, then in the second round the results of *the Cronbach's alpha* were obtained at 0.697 with the number of valid items as many as 16 items. So the item is worthy as a measuring instrument that can be used for research.

Self-Control

The operational definition of self-control is a person's ability to regulate, control and direct their thoughts, emotions and behavior in various situations so as to choose behavior based on norms until positive behavior is formed based on something that the individual understands. This definition refers to the theory of Gottfredson and Hirschi (1990) with 6 aspects including: impulsivity, risk seeking, simple tasks, physical activity, selfishness, and temperament. The results of the discrimination test using *the corrected item correlational* total index of more than 0.3 (Azwar, 2012) in the trial of the measuring instrument conducted on 47 people obtained the results of the measuring instrument correlation coefficient moving from 0.310 - 0.732. With a total of 3 items dropped in the first round until the remaining 25 valid items. Scale Reliability Test self-control obtained a *Cronbach's alpha* value of 0.757 with an initial number of 28 items, then in the second round *the Cronbach's alpha* result was obtained at 0.870 with a valid number of 25 items. So the item is worthy as a measuring tool that can be used for research.

Moral Disengagement

The operational definition of *moral disengagement* is a behavior where someone rationalizes unethical or immoral actions so that they do not feel guilty or responsible for the action referring to the theory put forward by Lee (2014) with 8 aspects including: moral justification, euphemistic labeling, favorable comparison, shifting responsibility, spreading responsibility, distortion of consequences, attribution of blame and dehumanization.

The results of the discrimination test using *the corrected item correlational* total index of more than 0.3 (Azwar, 2012) in the trial of the measuring instrument conducted on 47 people obtained the results of the measuring instrument correlation coefficient moving from 0.310 - 0.613. With a total of 18 items dropped in the first round until the remaining 19 valid items. The reliability test of the *moral disengagement* scale obtained a *Cronbach's alpha* value of 0.703 with an initial number of 37 items, then in the second round the results of *the Cronbach's alpha* were obtained of 0.839 with the number of valid items as many as 19 items. So the item is worthy as a measuring tool that can be used for research.

Distribution Normality Test

The normality test is a statistical test used to test whether quantitative data has a normal value or not. In this normality test, you can see through the Kolmogorov-Smirnov table with the number of respondents (100/more) and you can see the Shapiro-Wilk table with the number of respondents less than 100. It can be said to be normally distributed if the significance value of p is greater than 0.05 and vice versa if the significance value of p is less than 0.05 indicates the data is not abnormal. To see whether the data is normal or not, the researcher conducted a One-Sample Kolmogorov-Smirnov analysis. The significance value of the residual value between the dependent variable and the independent variable shows 0.181 which is greater than 0.05. This shows that p is greater than 0.05, meaning the data is normally distributed.

Table 1. Normality Test Results

Variables	One-Sample Kolmogrov-Smirnov Test	
	Sig.	Information
Compliance	0.181	Normal

Linearity

Test Linearity test is a test that shows whether two variables to be tested have a linear correlation. A relationship between variables can be called linear if the significance value is greater than 0.05. From the results of the analysis test of the compliance variable

with moral disengagement, it was found that the significance value was 0.97 ($p > 0.05$), meaning that the data was linear, then the results of the analysis test of the compliance variable with self-control obtained that the significance value was 0.003 ($p < 0.05$) meaning that the data was not linear.

Table 2. Results of Linearity Test of Compliance and Self-Control

Variables	Sig	Information
Moral Compliance	---	
Disengagement		
Compliance – Self Control	0.003	Non-Linear

Data Analysis Techniques

In this study, data is used to examine the research hypothesis. The data calculation method used depends on whether or not the prerequisite test is met in the research data. If the research data meets

the established requirements, the analysis will use parametric analysis, otherwise if it does not meet the requirements, it will use non-parametric analysis. The requirements that need to be considered in order to use the parametric analysis test are as follows: (1) the type of interval or ratio research data; (2) passing

the prerequisite test; (3) large sample size. This study used Path Analysis Mediation Analysis with the help of JASP version 0.18.2.0. The requirement for mediation to be carried out is that the mediator variable must have a relationship with the other two correlated variables so that researchers can show in the path analysis of each correlation whether the Compliance, Moral Disengagement and Self-Control variables have a regression direction

RESULTS AND DISCUSSION

Dynamics between variables, can be analyzed in depth in path analysis is a regression analysis that accompanies mediation analysis. In the hypothesis test of this analysis, namely H1, H2 and H3 can be seen in table 20, it is known that Self-control has a significant positive significance on Compliance (Z-value= 16.288; p = <0.001) and negative on Moral Disengagement (Z-value = -7.580; p <0.001) so that self-control qualifies as a mediator variable and H2 and H3 are accepted. This shows that the higher the level of a person's self-control ability, the greater they are to comply with

applicable rules, norms, or guidelines. The study that has been conducted, self-control plays an important role in increasing compliance because individuals with good self-control tend to be able to resist temptation, consider the consequences of actions, and act according to the expected principles. and Moral disengagement refers to the mental process that allows a person to justify unethical behavior or violate moral norms. This negative relationship indicates that the higher a person's self-control, the lower their likelihood of experiencing moral disengagement. A person who has a high level of self-control tends to be able to resist the urge to justify immoral actions because they are more aware of ethical values and better able to regulate their behavior. If we look at the significance value between Moral Disengagement and Compliance, the Z-value is known to be -1.456 with a significance of 0.145 so that H1 is rejected. This proves that there is no significant negative relationship between Moral Disengagement and compliance of motor vehicle drivers.

Tabel 3. Total Path Analysis Test

Variables	Variables	p	Information
Self-Control → Compliance	16.288	< 0.001	Significant
Moral Disengagement → Compliance	-1,456	0.145	Not Significant
Moral Disengagement → Self-Control	-7,580	<0.001	Significant

Based on the test results using mediation analysis with the help of the JASP program version 0.18.2.0, it shows that self-control can mediate the relationship between moral disengagement and Compliance. In the mediation hypothesis test

between variables, namely H4, it can be seen through table 21, showing that the indirect effect of moral disengagement and Compliance has a Z value of -0.6872 with a significance level of.

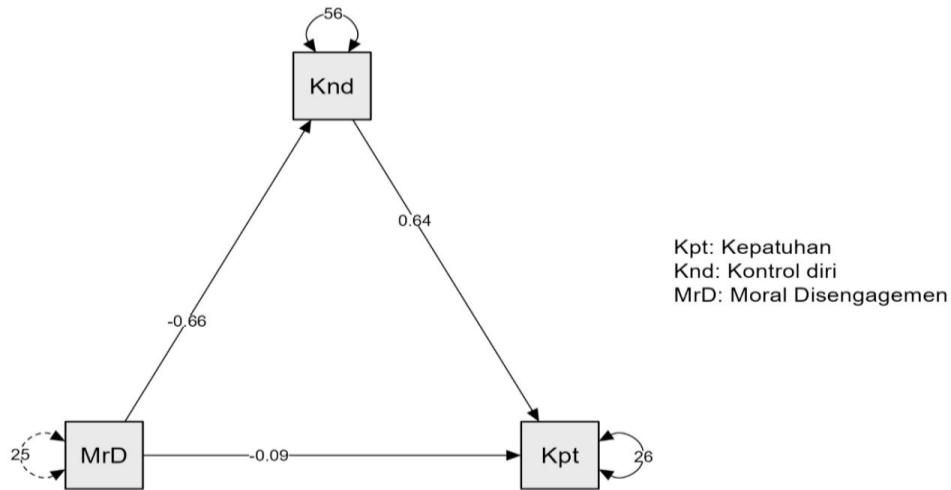


Figure 1. Total Path Analysis Test

Tabel 4. Total Path Analysis Test

Variables	Variables	p	Information
Direct Effect			
Moral Disengagement → Compliance	-1,456	0.145	Not Significant
Indirect Effect			
Moral Disengagement → Self-Control → Compliance	-0,6872	<0.001	Significant
Total Effect			
Moral Disengagement → Compliance	-6,351	<0.001	Significant

DISCUSSION

This study aims to understand the dynamics of compliance aimed at motorized vehicle users. Drivers who obey traffic regulations are road safety. Given the data throughout 2021, Tuban Regency is a city with a fairly high accident rate compared (Radartuban.jawapos.com). although various errors by vehicle drivers prove that there is a gap between understanding the rules and implementing compliance. Psychological factors associated with violating the rules are moral disengagement, namely a psychological mechanism that allows individuals to justify unethical or deviant actions without feeling guilty (Bandura, 1999). Such as "it's okay to break the rules if other people do it too" or "I'm in a hurry to get to the office, so it's okay to break a rule". In addition, compliance with traffic regulations can affect an individual's self-control, namely the individual's ability to control impulsive urges and behave as has been determined (Tangney,

Baumeister, & Boone, 2004). Thus, vehicle drivers who have good self-control can resist the urge to break the rules even though there is an opportunity or situational reason.

This study answers the first hypothesis that moral disengagement has a negative relationship with compliance. Although this effect does not provide a direct influence, there is self-control acting as a mediator that bridges the relationship. in line with research (Daniella et al., 2004) proving an insignificant correlation between moral disengagement and compliance. Individuals who have a high level of moral disengagement tend to have low self-control so that it is easy to commit traffic violations, so drivers who have high self-control can restrain themselves from complying with the regulations that have been set.

The second hypothesis that proves the correlation between moral disengagement and self-

control, moral disengagement can be directly correlated with self-control by reducing the individual's perception of the importance of rules or norms and moral responsibility. When individuals activate moral disengagement to justify deviant behavior, the individual tends to lose self-control over impulsive urges. Conversely, if individuals have a high level of self-control, they tend to have the ability to withstand the influence of moral disengagement because the individual focuses on the long-term impact rather than the short term.

In line with the theory (Moore, 2008) explains that moral disengagement can reduce individual self-control in following relevant normative standards in driving behavior. Caprara et al. (2014) prove that individuals with low self-control are prone to moral disengagement which then increasing the risk of deviant behavior. This can be influenced by social influences on moral standards, norms and group approval as well as gender differences. In addition, research conducted by (Wang et al., 2023) explains that moral disengagement and self-control have a significant relationship. Moral disengagement tends to increase in individuals with low self-control because these individuals are more easily triggered by impulsive drives that lead to disobedient or aggressive behavior.

The third hypothesis that shows a positive correlation between self-control and compliance. In line with the findings by (Noviekayati, 2023) one aspect that influences driver compliance with existing rules is self-control. That individuals with high self-control as motor vehicle drivers, the higher the individual's compliance when driving to traffic regulations. Ulya (2020) stated that aspects that originate from within the self are evidence of factors of individual non-compliance in driving and non-compliance with traffic regulations is low self-control.

When motorcyclists have a low sense of self-control and are less concerned about the environment that occurs, it can be an aspect of compliance with established traffic regulations. Individuals who comply can be said to be

individuals who have good self-control, namely individuals who can control themselves, master situations and can control others with their abilities Ulya (2020)

explaining the signs of individuals who can control themselves well can be seen in terms of skills, mastering situations, assessing things positively, ensuring results through belief, being able to process information well and correctly and carrying out behavior in accordance with decisions that the individual believes in.

According to (Haryanto, 2011) describes that compliance will be realized when there is external pressure. The pressure can be in the form of social pressure, gifts, or feelings that make someone angry or a reason that ensures the emergence of the actions that are treated (Vaughn et al., 2009), McAdams and Nadler (2008) describe from several social scientists who study learning about compliance with its rules, focusing on the general public who comply with the applicable rules accept the law and the apparatus has a role that has power and legitimacy. Levi, Tyler and Sacks (2009) explain that legitimacy is a guideline for individuals to have the will to carry out actions that comply with the law. When the law does not have trust, the law has the nature of an authority that is difficult to carry out.

Basically the nature of the law is about the existence of consequences in carrying out the action of violations. When the law is unable to prove a firm impression and can be made arbitrary, then the individual has no fear of the violations that the individual has committed. As explained by May (2004), the motivation that exists within an individual gives rise to non-compliance. In contrast to this, Chen (2006) explained that increasing compliance behavior in motor vehicle drivers is a basic strategy that can be carried out through social interaction, therefore existence will have an influence on the social environment which is important in the process. This is added by Bagozzi and Lee (2002) who explain that social influence is based on the form of acceptance in the social environment on the behavior that appears. The emphasis of social influence on traffic compliance

is in line with the explanation put forward by Semin and Fiedler (1996) who explain that seven out of nine people can violate traffic rules which are influenced by how individuals view social pressure in the environment. The importance of obedient traffic behavior can be a factor that influences compliance values that can be guidelines that are held firmly by individuals in the social environment. When compliance norms become unimportant in the social environment, individuals do not have a sense of fear of breaking the rules which are a concern in the actions that arise. This explanation can provide an illustration that compliance norms are still implemented obediently and developed both within the family and social environment. In reality, it can contribute to the individual's mindset to be more obedient to traffic regulations.

Ancok (2004) describes more broadly when the quantity of law enforcement officers is not directly correlated with traffic order, but if thought in such a way that the increasing number of personnel can provide an opportunity for traffic violations to be found. The presence of law enforcement officers with the results of Bendak's research (2007) which proves that vehicle drivers have the action of using seat belts orderly when they see officers working.

Manstead and Hewstone (1996) and Kelman (1986) also provide the opinion that compliance in this case will have an impact when there is a source or party that has the authority to carry out control and guard over individuals who act to obtain compliance treatment. According to (Narimo & Suwarjo, 2015) individuals with increasing age become more mature, the individual will be more involved in a group. The actions of mature individuals are also interested in the actions in the group. The positive impact of this is that individuals who are increasingly mature will avoid behavior - behavior that can result in social sanctions or violate rules so that they are shunned by friends and relatives. Individuals with mature age will avoid behaviors that can threaten social sanctions or violate established rules. The fourth hypothesis stating that self-control as a mediator of the

relationship between moral disengagement and compliance shows that there is a positive correlation. In line with the research of Jiang et al. (2022) showed that self-control as a mediating variable plays an important role in bridging the moral disengagement variable to the compliance variable. The study explains that individuals who have fairly good control tend to be more able to control or fight the effects of moral disengagement so that these individuals can act in accordance with applicable norms or rules, on the contrary if Individuals who have low levels of self-control indicate that the individual cannot fight the effects of moral disengagement.

This is reinforced by the findings (Gollseven et al, 2021) that someone who has good enough self-control can internalize moral values and have standards in moral understanding and a more mature moral self-identity. Someone who has good enough self-control tends to consider the results of behavior and inhibit impulsive actions. This means that self-control can influence the individual to comply with applicable rules. In other words, individuals with low self-control have narrow minds, think about themselves and seek risks and are reluctant to take the risk of responsibility in acting.

Therefore, these individuals are more likely to lose control and act as if the actions they do are right (Gollseven, 2021). However, one dimension, namely simple tasks, shows low results so that it has an insignificant relationship. In contrast to previous research conducted by (Nurafifah, 2022) explaining the existence of a positive correlation with self-control and moral disengagement When low self-control, moral disengagement plays a dominant role in influencing individual behavior. Without having the skills to regulate impulsiveness, individuals tend to activate moral disengagement to justify their actions, then high self-control individuals tend to find it difficult to apply the moral disengagement mechanism because individuals can manage emotions and resist negative impulses. Factors that influence an individual's ability to control themselves and not engage in moral disengagement can be seen from the fact that the individual has a

fairly good personality, has good emotional regulation, receives positive social support, has moral awareness and is an individual who is aware of the importance of moral responsibility and has social norms that are strong enough to prevent individuals from using moral disengagement (Nurafifah, 2022).

CONCLUSION

The study that has been conducted has the aim of determining self-control as a mediator of the relationship between moral disengagement and vehicle drivers in the city of Tuban. The hypothesis proposed by the researcher has significant results. In the study using quantitative method. The number of respondents was 300 people. Based on the results of statistical calculations, the researcher used the JASP program version 0.18.2.0, thus the results of the analysis had a significant positive relationship, except for the relationship between moral disengagement and compliance did not find significant results, however, with self-control as a mediator, the relationship between moral disengagement and compliance becomes a requirement for conducting a mediator analysis.

In the statistical calculation of the mediator variable, self-control is found to be a mediating role in the relationship between moral disengagement and compliance. The results of this study prove that self-control can have a positive impact on driver compliance. Which means that the higher the self-control of motorcyclists, the better their ability to reflect, so they are more aware of the behavior they do and impact on others. the individual tends to think before acting, allowing the individual's actions to be in accordance with applicable norms or guidelines. And individuals with high self-control tend to have a strong and consistent understanding of morals. The individual finds it difficult to use rationalization, victim blaming or moral justification to justify wrong actions. And conversely, the lower the self-control of an individual, the more difficult it is to understand the actions taken and is susceptible to moral disengagement which is characterized by impulsive

actions, the tendency to avoid responsibility by seeking reasons or justifications

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