



## **Awariness of Legal Violations of Underage Motorcycle Riders Among Students of SMPN 2 Buduran, Sidoarjo, East Java, Indonesia**

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### **Abstract**

This research aims to explore how the level of legal awareness of underage motorists among students of SMPN 2 Buduran, Sidoarjo. The method used in this research is by conducting observations, interviews, and documentation as data collection. The subjects in this study are students of SMPN 2 Buduran, Sidoarjo who currently go to school using motorized vehicles or who have experience riding motorcycles. In this study, the data analysis used includes data reduction, data presentation, and conclusion making, namely interactive data analysis techniques. As well as using the theory of rational action by max webber with a qualitative approach. The results showed that the majority of SMPN 2 Buduran, Sidoarjo students who rode underage motorbikes had a fairly high level of awareness of law violations. This research provides a deeper understanding of the legal awareness of SMPN 2 Buduran, Sidoarjo students in driving and can be the basis for related parties to develop more effective education and socialization that is useful for increasing their awareness of law violations in traffic, especially for underage motorcyclists.

**Keywords** : social deviation; underage; motorcycle riders; law awareness

## **INTRODUCTION**

Pancasila is the source of all sources of law, which means that the legal system in Indonesia must be based on the values in Pancasila (Daullah dkk. 2022). Every rule of law that is made and passed must be in accordance with Pancasila and must not conflict with Pancasila. So that in Indonesia, Pancasila is used as the basis of philosophy and state ideology. So that law is one of the important pillars in creating an order that is to protect society from various forms of violations. However, the (Agustina dan Fauzi 2022) research explains that violations of the law, especially among adolescents who are of course still underage, have become a discussion of issues that are increasingly underestimated. One of them is in the form of violations of social deviations such as in the use of motorized vehicles. This phenomenon reflects the low level of legal awareness among students, which can have a negative impact, both for themselves and for the surrounding community. The phenomenon of early motorcycle riders among students of SMPN 2 Buduran, Sidoarjo is an interesting research topic because in this study it is one of the cases of social deviation. In the Indonesian legal system, social deviance is an action or behavior that directly or indirectly violates the rules or norms that exist in a place, region, or community. Social deviance is generally divided into 2 categories. Primary and secondary. This covers a wide range of behaviors, from minor infractions such as cheating in school to serious criminal acts such as theft or violence (Alhafizh dkk. 2021).

Thus, social deviance can be said to be both criminal and civil law, this is adjusted to the offense committed by the violator. The use of motorcycles by young or underage individuals, especially among junior high school students, has become a serious concern in the context of legal awareness and youth safety and welfare. Buduran sub-district, Sidoarjo district, as the research location, is an interesting context because it can provide in-depth insights into the factors that encourage motorcycle riding at an early age in the school environment as well as with how traffic law awareness in underage students. (Mertha t.t.) The use of motorcycles by junior high school students is a complex phenomenon that has various and significant impacts, both individually and socially. Youth mobility behavior has become a key concern globally as well, with numerous studies showing that adolescents' perception of risk is significantly lower than that of adults (Scott-Parker et al. 2015). This developmental gap in risk assessment often results in increased accident likelihood.

However, with this, motorcyclists always demonstrate both on social media and offline. On the one hand, motorcycle riding at an early age can provide students with freedom

and mobility, but on the other hand, it can also pose high safety risks as well as other potential negative impacts such as increased traffic accidents, decreased learning concentration, and other health problems. In previous studies, the use of motorcycles in the community is very complex, even rare, because before the existence of motorized vehicles, residents or communities were more likely to travel long distances using wind bicycles that could accommodate a maximum of 3 people. If you want to travel long distances with your family, people will use public transportation services, which are currently in the same form as cars. Public transportation itself can be filled by a maximum of 10 people. But at this time each family of 4 people can travel long distances using a private car.

In previous research, it was discussed that the accident rate of motorized vehicles can be examined and analyzed by paying attention to all aspects of driver behavior, one of which is the effect of age, experience in driving, and emotional stability (Kusumastutie, Rahmita, dan Tohom 2021). Driver behavior refers to the behavior or actions displayed by the driver while driving. This includes various aspects such as compliance with traffic rules, response to road conditions, interaction with other drivers, use of safety equipment, and so on. Driver behavior can be influenced by many factors including knowledge, driving skills, attitude, emotional state, and the surrounding environment. Driver behavior analysis is often the focus of road safety studies and the development of strategies to improve traffic safety. However, with this analysis, the study found that in the aspect based on age, 17 years-25 years old belonged to the late teenage group which experienced a significantly higher violation rate than 26 years-35 years old. The lowest number of offenses was for those aged >35 years in Jakarta, West Java. Therefore, the research in the city center stated this, so there is an interest in researching in early adolescents, namely in junior high school. Especially in Buduran, Sidoarjo, East Java. In this regard, this study aims to understand the factors that influence early motorcycle riding among students of SMPN 2 Buduran, Sidoarjo and provide good and correct traffic awareness. By understanding these factors, it is hoped that effective strategies can be identified to reduce early motorcycle use among students and increase awareness of the importance of safe driving and traffic safety. In this context, what is meant is the sensitization of high school students and their parents or guardians to be more responsive and active in legal awareness, especially in traffic awareness and cases of minors (Anarta dkk. 2022). This research will explore various relevant aspects, including social, economic, cultural, and environmental factors that influence junior high school students' decisions to use motorcycles. In addition, this study will also analyze students' perceptions and attitudes regarding motorcycle use and its impact on their

daily lives. As we know that the authorities have now begun to roam or conduct raids in public places even in places that are rarely traveled. However, with this, motorcyclists always demonstrate both on social media and offline that they do not accept the raids. Research by Livingstone and Third (2017) shows that digital spaces often reinforce defiance toward authority among youth, as online networks validate counter-normative behavior and create echo chambers of resistance. However, to the authorities, the raid is something not to be feared as long as the bikers have complete letters, standard motorcycle conditions, and obey traffic. Legal education and civic awareness among youth require not only top-down enforcement but also bottom-up engagement through family, school, and peer-based interventions (Tapp and Kohlberg 1971; UNICEF 2021). When education systems acknowledge adolescent voice and agency, youth are more likely to comply with norms based on internalized reasoning rather than fear of punishment.

Thus, this research is expected to make a significant contribution and collaboration in an effort to understand and address the phenomenon of early motorcycling among students of SMPN 2 Buduran, Sidoarjo and provide a strong basis for policy development aimed at improving the safety and welfare of adolescents in driving (Krisna, Sugiarta, dan Subamiya 2021).

Moreover, the broader framework of rational action by Weber ([1922] 1978) provides a sociological lens to interpret such behavior. Underage motorcycling can be considered value-rational (wertrational) behavior, where students act according to perceived necessity, even in opposition to legal norms. These actions are socially situated and shaped by meaning frameworks internalized from their environment. In Indonesia, in accordance with the law number 22 of 2009 (Agung, Madiung, dan Makkawaru 2009) which discusses road traffic and transportation, a person must be at least 17 years old and above to be able to have permission or access to legally own or drive a motor vehicle. However, in reality, many students who are still under the age of 17 are still brave enough to drive a motorized vehicle. This not only violates the law, but can also cause traffic accidents that are quite detrimental, detrimental to themselves and to the surrounding community that is affected. Similar findings have been reported internationally, where low levels of legal literacy among adolescents contribute to public safety concerns and normative disintegration (Flanagan, Levine, and Settersten 2007; Simons-Morton et al. 2016).

In the (Nurfauziah dan Krisnani 2021) research explaining about legal awareness, the research states that legal awareness is an understanding and respect for the applicable law. Coupled with the context of students, this awareness is quite important to shape responsible and ethical behavior. Students who are aware of the law tend to respect existing regulations more, so that students who are aware can also reduce the number of accidents in Indonesia. Making students aware, especially underage students, cannot be done instantly. Because, awareness of the law can be formed by several factors such as education, social environment, and peer influence are the main points in these factors. In terms of safety, teenagers who are not old enough to drive a motorized vehicle often lack the skills and experience necessary to drive a motorized vehicle safely. In a (Jefri, Maryani, dan Iridiastadi 2023) study that looked at police data, traffic accidents involving underage drivers tended to be higher, which can be fatal. And secondly, the occurrence of such offenses can indicate that there is a lack of compliance with current and appropriate laws, which can erode social values in society. Such violations are called social deviance.

## **RESEARCH METHODS**

This research uses a qualitative approach to gain an in-depth understanding of the awareness of SMPN 2 Buduran students, Sidoarjo towards violations of the law by underage motorists. In a qualitative approach, researchers explore the experiences, views, and motivations of individuals holistically. This methodological design allows for the capture of rich, context-sensitive data that reveals how students interpret rules, risk, and rationality in their everyday lives (Creswell and Poth 2018). The qualitative approach is highly relevant to the data collection process, which involved semi-structured interviews with a number of students who ride motorcycles underage.

Data collection in this study consisted of interviews, observations, and document analysis. Observational data were gathered in school and public settings to triangulate student responses. Interview sessions were conducted using open-ended questions to allow participants to express their perspectives freely and in their own language, an approach supported by interpretivist traditions in qualitative research (Denzin and Lincoln 2011). Documentation included school regulations on traffic safety, attendance records, and relevant traffic accident reports involving minors.

The main theoretical basis for this research is Max Weber's theory of rational action. Weber views each individual's decision-making as the result of rational considerations involving cost-benefit analysis. In this study, underage motorcycle riding by students can be interpreted as a value-rational action (*wertrational*), where perceived benefits such as social status, peer recognition, and personal freedom are weighed more heavily than legal compliance and safety risks (Weber [1922] 1978). This lens allows for a sociological analysis of how individual motivations interact with normative structures.

To ensure data reliability and validity, this study employs triangulation. Triangulation is a well-established method in qualitative research that enhances the credibility of findings by comparing information from multiple sources (Flick 2018). In this case, it involves in-depth interviews, field observations, and documentation. Such a strategy mitigates researcher bias and offers a more nuanced understanding of the phenomenon under study.

Furthermore, ethical protocols were followed, including obtaining informed consent, ensuring anonymity, and allowing participants to withdraw at any time. As per guidelines from international best practices in youth research, particular attention was given to safeguarding the rights of minors involved in the study (UNICEF 2014). By combining theoretical insights, field-based methods, and ethical rigor, this study aspires to contribute to both local policy discourse and broader sociological understanding of youth legal behavior.

## **RESULTS AND DISCUSSION**

In accordance with the facts when going to the field, the results of data and information processing analysis state that the level of awareness of the majority of motorcycle user respondents among students of SMPN 2 Buduran, Sidoarjo is very high and has a good understanding of traffic laws. This is evidenced when they carry motorbikes both to go to and from school or when traveling outside school, they use complete attributes like motorcycle users. This reflects what scholars call “performative legality”—where youth adopt visual symbols of compliance even in contexts of legal contradiction (Thomas and Loader 2000).

That is by always wearing a jacket, helmet, to gloves and some even said that they always wear shoes when riding a motorcycle (Pangestuti dan Wahyudi t.t.). And a small number of respondents said that using a motorcycle was only for prestige and to be able to carry their friends, in other words they would go to and from school together with one reason to save time and be friendly.

### **Social Deviation Committed by Students**

In the case of underage motorcycle use, this case can be classified as a case of social deviation. Social deviation is an action or behavior that deviates from the rules and norms either directly or indirectly in an area or community or behavior that deviates from the norms or rules that apply in society. In a legal context, this deviation can refer to actions that violate the law and agreed social norms. Social deviance can be seen as the result of complex interactions between individuals and the social structures around them (Rika dkk. 2023). Adolescent deviance is often shaped by peer normalization and weak institutional deterrents (Moffitt 1993).

In the case of underage motorcycle riding, this deviation can be removed from the various factors that influence adolescent behavior. Social deviation itself is divided into four detailed types of social deviation. In the case of underage motorcycle users, it is included in the primary type of deviation, namely by violating traffic rules or laws. Social deviation can occur and is classified into 2 groups, namely minor and major groups. (Syaputra 2024) In minor social deviance, refers to behavior or actions that violate social norms that are not too serious or extreme so as not to cause a detailed impact on society or the individual concerned. The term "minor" in this social deviation indicates that the action tends to be less conspicuous or does not disrupt social order on a large scale. Examples of minor social deviance include small lies, speaking loudly in public, or breaking small rules within a group. Minor social deviations are often considered a natural part of human social interactions, and some of them may be considered natural and normal actions in certain contexts. However, committing minor social deviations too often or letting them go unchecked can have negative long-term effects, such as lowering society's trust in the individual or undermining healthy social norms.

Major social deviants are behaviors or actions that are considered to violate widely accepted social norms in a society or region. These behaviors are often considered serious violations of the social, legal, or moral values of the society. Here are some examples of major social deviations:

1. **Serious Crime:** Included in this category are acts such as murder, robbery, rape, grand theft, and drug trafficking. These criminal acts not only break the law, but also undermine the social fabric and security of the community.



2. **Corruption:** Corruption is the abuse of power or position in order to gain personal gain to the detriment of society at large. Corrupt acts undermine public trust in the government and social institutions that are supposed to be responsible.
3. **Organized Crime:** This includes criminal activity organized by groups such as the mafia, criminal gangs, or terrorist groups. Organizational crime is often complex and dangerous, with a damaging impact on the security and stability of society.
4. **Human Rights Violations:** Acts such as racial discrimination, sexual harassment, and abuse are examples of major social deviations that violate human rights. These acts not only harm the individuals affected, but also hurt the moral and social integrity of society.
5. **Acts of Terrorism:** Acts of terrorism involve the use of violence or threat of violence to achieve specific political, ideological, or religious goals. These acts not only cause great physical and psychological harm, but also threaten national security and social order.

Major social deviance often has serious and widespread impacts on society as a whole. Therefore, the prevention and control of major social deviance requires concerted efforts from various parties, including the government, law enforcement agencies, civil society organizations, and individuals in society. And underage motorcycle use is included in major social deviance, because underage motorcycle use falls into the type of primary deviance, where deviance refers to violations of norms and rules that are considered to have a great risk in society or an area. Norms and values prevailing in society also contribute to social deviance. In the context of students, norms governing driving behavior are often not fully understood. Society often does not pay enough attention to the importance of legal education for teenagers. As a result, many students do not realize that their actions violate the law (Krisna dkk. 2021). In addition, social media and popular culture can also influence the way teenagers perceive laws and norms. When certain behaviors, such as riding a motorcycle without permission, are promoted in the media, teenagers may think it is normal. Social media often fosters risk-taking by glamorizing deviant behaviors without contextualizing the consequences (Boyd 2014; Nesi and Prinstein 2015).

Education plays a very important role in preventing social deviance. Law-related education has been shown to reduce youth delinquency and increase civic engagement (Torney-Purta, Lehmann, Oswald, and Schulz 2001). Schools can be an effective place to raise students' legal awareness. Through a curriculum that includes legal education, students can



learn about their rights and obligations as citizens. In addition, the socialization of positive values such as responsibility and discipline can also be done through extracurricular activities. By providing a better understanding of laws and norms, it is hoped that students will be more respectful of the rules that apply. Social deviance, especially in underage motorcycle riding, has significant impacts. In terms of safety, underage riders are at high risk of accidents. Data shows that teenagers involved in crashes often result in serious injury or even death. In addition, this deviation can also have a negative impact on society. Non-compliance with the law can disrupt general conversation, and create distrust of the legal system. Addressing social deviance requires collaboration between various parties, including the government, schools and parents. The government can increase law enforcement regarding teenagers' use of motorized vehicles, as well as provide more intensive legal education. Schools can organize seminars or workshops on driving safety, while parents should also be actively involved in educating their children about the dangers and consequences of breaking the law.

### **Violations of Traffic Law**

In this case, Indonesia has enacted a law regarding road traffic and transportation, which is Law No. 22 of 2009 that regulates all aspects of traffic and transportation on the road. Some of these aspects are road management, legal responsibility, regulation of public transportation, sanctions and penalties, traffic safety, consumer protection, regulation of motor vehicles, general regulation, granting authority, and driving and traffic rules. Each of these aspects has its own points of distinction (Nadiroh dan Andrie t.t.). One of the points in the aspect of driving and traffic rules is the obligation to have a driving license with the type of vehicle used at that time. One of the requirements to be able to have a driver's license has been regulated in Law No. 22 of 2009, namely, a minimum age of 17 years as evidenced by a KTP (Wahyono, Pinandito, dan Hanim 2022).

Among students, especially junior high school students, the average age is still in the range of 13 years - 15 years. Where this age is still considered underage because it has not reached or stepped on 17 years. Some respondents from motorcycle users at SMPN 2 Buduran, Sidoarjo admitted that their average age was still in the 14th and 15th years. Law No. 22 of 2009 also regulates sanctions and penalties for driving but still underage. The following are possible sanctions or penalties that can be given if someone drives underage:

1. Fines: Violators found to be driving underage may be subject to fines in accordance with applicable regulations. The dollar amount of the fine may vary depending on local

policies and the gravity of the offense as regulated by the law under the appropriate article.

2. **Parent or Guardian Assistance:** For underage offenders, the court or authorities may also order the assistance of a parent or guardian during the legal process or as part of the sanction.
3. **Temporary Suspension of Driving Rights:** For minor offenders, temporary suspension of driving privileges can also be set as an additional sanction, where they are not allowed to drive for a certain period of time.
4. **Education or Socialization Program:** Some areas or places will have the additional sanction of participation in traffic education programs or other intervention programs aimed at raising awareness and skills for good, correct, and safe driving.

Respondents admitted that they were aware of the sanctions they would receive, but they countered with ‘as long as you don't get caught by the police’ and ‘if you can drive in the rat alley’ aka the small alley that penetrates each road. And the majority of respondents claimed to have never received sanctions given by the authorities or have never been ticketed. This law is not only used as a rule that must be obeyed, but also aims to create a safe, orderly and sustainable traffic system, and to protect the safety of drivers, passengers and the general public. It is important to understand the various provisions in the law, especially those relating to underage drivers. One important provision in the Traffic Law is the minimum age to drive a motor vehicle. Article 81 states that a person must be at least 17 years old to own and ride a motorcycle. This provision is based on the consideration that only individuals of sufficient age have the maturity and responsibility to safely control a vehicle. Law enforcement is a crucial aspect in the implementation of the Traffic Law. Without consistent enforcement, this regulation will not be effective in reducing violations. In Indonesia, despite the efforts of the police to enforce the law, there are still many challenges faced. One of them is the lack of public awareness of the importance of complying with traffic rules. Therefore, the socialization of this law needs to be improved, especially among teenagers and parents. Education and socialization about traffic laws must start early. Schools play an important role in providing students with an understanding of their rights and obligations as road users. Through legal education integrated in the curriculum, students can learn about the importance of obeying traffic rules and the consequences of violations. In addition, public awareness on social media and communities can also improve people's understanding of this law.

### **Drivers Teenagers**

Drivers are elements that motivate or encourage individuals or groups to take certain actions. In the case of underage motorcycle riding offenses, these drivers are important to understand. Knowing what drives teenagers to broadcast the law can help us design more effective interventions in reducing such offenses. Factors that encourage students, especially at SMPN 2 Buduran Sidoarjo when riding are classified into 2, namely external and internal driving factors. Broadly speaking, fomo, the availability of vehicle equipment, roads or infrastructure that supports, the availability of sufficient finance, as well as the habits of people in the family to drive a motorized vehicle, and so on are classified as external driving factors (Kusumo dkk. 2021). Where these driving factors are very familiar or often seen by students and commonly occur. Peer conformity and identity exploration are among the most significant drivers of adolescent risk behavior, especially in transitional societies (Steinberg 2007).

In these external factors, most of those experienced by student respondents among students of SMPN 2 Buduran, Sidoarjo are fomo, the availability of motorized vehicles, and supporting roads or infrastructure. Good emotions, wanting to be seen as mature, a sufficient level of legal awareness, a high level of self-confidence, and good experiences that are used as ideology. In this context, a good experience is an experience that the respondent has never felt, namely getting a ticket so that the next day, the respondent re-does his driving activities. Or perhaps if a student who does not yet have a driver's license has received a ticket or traffic penalties and sanctions, it is possible to repeat the motorcycle riding. Some of these examples are groups that exist in internal driving factors. Internal motivating factors are often personal to the motorcyclist. In the case of high traffic awareness among students, especially at SMPN 2 Buduran, the majority of respondents ride driven by internal factors of their own desire, a high level of self-confidence, and good experiences that serve as ideology. When looking at this side, it can be seen from the background of the respondents. The majority of respondents who use motorcycles among students of SMPN 2 Buduran, Sidoarjo, are given the ‘green light’ by their parents or in other words, they are allowed by their parents to carry or ride motorcycles alone or together with their friends (Nisaa 2021). Looking at their background, the average or majority of respondents dared to take the risk of riding a motorcycle because their parents were busy with their respective jobs so that no one would take them to school and take them home after school. So that parents give permission for their children to carry motorbikes rather than having to use offline or online shuttle services or motorcycle taxis. They argue that using shuttle services or online motorcycle taxis tends to be too expensive, while at home there are

motorbikes that are not used and the cost of 30 thousand gasoline is enough for 1 week. 'If you take a shuttle for one week, 60 thousand, if you ride a motorcycle, it's only 30 thousand. The other 30 thousand can be used to buy snacks or other needs' said one of them.

Still with the same background of parents who are busy with their respective jobs, this respondent has a different character from the others. The respondent had the mindset or thought that 'how can I make money instead of spending money' The respondent admitted that he was actually not allowed to carry a motorcycle by his mother, but the respondent had permission from his father. Seeing that his parents had a quarrel, the respondent wanted to show or prove that apart from spending on needs, one of which was gasoline, the respondent could make money by selling or topping up applications, especially game applications, for example one of the games that the respondent had served was the Mobile legend game, PUBG, and Free Fire. A minority of respondents also said that they were underage motorcycle users, because they wanted to look cool and be considered mature (fomo). And the minority of respondents are mostly women who want validation from others that they are mature and can help friends. In this case, it is evident that the respondent admitted that every day she rides with her same-sex friend and travels together. Both when leaving school and returning home. One of them is willing to pick up his friend so that they can go to school and go home together. However, they only want to be with close friends, friends, relatives, or with the term now is bestie.

Thus, the spread found data that one of the main driving factors is the social environment around adolescents. Peers have a significant influence in shaping behavior. When teenagers see their friends riding motorcycles, they may feel encouraged to do the same, even though they are not old enough. This peer pressure is often very strong, especially among adolescents who are seeking self-identity and recognition. In these situations, the desire to be accepted in the group can trump awareness of the risks and consequences of their actions. The prevailing culture in society also contributes as a motivating factor. In some areas, riding a motorcycle at a young age may be considered a symbol of maturity or freedom. When society as a whole views underage motorcycle riding as normal, teenagers tend to follow the norm. A culture that does not insist on the importance of obeying traffic laws can create a situation where violations become acceptable. This suggests that social norms can serve as drivers of deviant behavior. Another important factor is the availability of vehicles. In many families, motorcycles are the main means of transportation. When parents own a motorcycle and there are no other transportation alternatives, children may feel that they have to use the vehicle even

though they are not old enough. In this situation, the availability of vehicles may encourage teenagers to ride motorcycles without considering legality or safety. This suggests that economic conditions and transportation accessibility also play a role in the behavior of young riders.

Lack of knowledge about traffic laws is also a significant driving factor. Many teenagers do not realize that they are breaking the law when they ride underage. Minimal legal education in schools and lack of socialization from parents contribute to this problem. Without an adequate understanding of the risks and consequences of their actions, teenagers tend to ignore the rules. Therefore, it is important to improve legal education to ensure that teenagers understand their rights and obligations as road users. Lack of knowledge about traffic laws is also a significant contributing factor. Many teenagers do not realize that they are breaking the law when they ride underage. Minimal legal education at school and lack of socialization from parents contribute to this problem. (Lumba dkk. 2022). Without an adequate understanding of the risks and consequences of their actions, teenagers tend to ignore the rules.

Therefore, it is important to improve legal education to ensure that teenagers understand their rights and obligations as road users. Social media also acts as a strong motivating factor. Many teenagers are exposed to content that promotes a carefree lifestyle, including motorcycle riding. When they see images or videos of their friends riding motorcycles in bold or extreme ways, they may feel encouraged to emulate such behavior. Social media often creates glamorized images of riding without a view of the possible consequences. This can create the perception that the act is harmless, even though it reflects high risk. The desire for independence and a sense of freedom is also a strong motivating factor among adolescents. Adolescence is a phase where individuals begin to search for identity and independence.

Riding a motorcycle is often seen as a symbol of freedom and maturity. Adolescents who feel pressured by household rules and restrictions imposed by parents may seek ways to express themselves, including through motorized riding. This suggests that a sense of independence may motivate adolescents to break the law to achieve their desired freedom. Curiosity and a sense of adventure are also important motivating factors. Adolescents often have a natural urge to explore and try new things, including driving a motor vehicle. This tendency can lead them to take unnecessary risks, such as riding a motorcycle without a license or in unsafe conditions. When teenagers feel that they can control the situation, they tend to ignore the risks they may face.

## **Rational Action**

While traffic laws have good intentions, their implementation does not always go smoothly. One of the main challenges is the culture of people who often take the rules for granted. Many parents allow their children to ride motorcycles even though they are not old enough. In addition, economic factors also play a role, where some families may feel unable to provide safe and legal vehicles for their children. This creates a complex dilemma in law enforcement. Violations of the Traffic Law, particularly in the case of underage motorcycle riding, have a significant impact. Statistics show that underage riders are more prone to traffic accidents. In addition, these violations also have an impact on public confidence in the legal system. When violations continue to occur without clear consequences, it can erode social norms and create a cycle of deviance that is difficult to overcome. To improve this situation, collaborative efforts between the government, schools and communities are needed. The government should strengthen law enforcement, while schools need to improve legal education for students (Pancari 2021). On the other hand, communities must also be empowered to report violations that occur in their neighborhoods. By creating a culture of discipline and respect for the law, it is hoped that violations of the Traffic Law can be minimized.

Max Weber on rational action can be applied and studied in the case of underage motorcyclists, especially among students by considering how society builds social meanings about the behavior of underage motorcyclists, among students. Weber states that rational action occurs because there are many considerations from each individual involved. In the context of student motorcyclists, this rational action includes how riding behavior is perceived by society, both positively and negatively, and how social perceptions of such behavior can influence individual actions. For example, in some societies or student groups, motorcycling may be perceived as a symbol of freedom, independence or social status. Such behavior aligns with instrumental rationality as defined in modern youth mobility studies (Jessor 1992). For example, a student who owns a motorcycle may be considered cooler or more mature by their peers. Riding behavior is considered a way to express their social identity within the group.

However, on the other hand, motorcycle riding behavior among students can also include negative perceptions. For example, reckless riding behavior, breaking traffic rules, or endangering oneself and others may lead to bikers being perceived as a source of trouble or even condemned by society. In this case, rational actions about the behavior may influence how other individuals react to them and may even influence social norms within the group

(Safitri 2023). By understanding Max Weber's theory of rational action, it is possible to see how motorcycle riding among students can be considered a decision formed through social interaction and the process of meaning formation within their society. This can provide a better insight into how riding behavior is viewed and responded to by society, and how social norms are formed in that context.

### **School Efforts and the Role of Parents**

Education and parenting play a crucial role in shaping adolescent behavior, especially in relation to legal awareness and traffic safety. In terms of law violations committed by underage motorcyclists, school efforts and the role of parents are two complementary aspects. Both can make a significant contribution in raising legal awareness and encouraging more responsible behavior among teenagers. The school has done the right thing, by not providing motorcycle parking facilities at the school. However, local MSMEs took this opportunity to increase their own income. By opening a motorcycle parking lot next to the school right and slightly behind the direction of the school. With this, motorists do not need to bother to park their vehicles, especially students of SMPN 2 Buduran, Sidoarjo who bring motorized vehicles. For parking their own motorbikes, respondents admitted that they parked their motorbikes not just for parking, they had to pay an amount of Rp.2,000 to Rp.3,000. these two prices are prices in different places. There are two parking lots or places that provide parking for motorized vehicles. Rp.2,000 at a parking lot whose origin is a shophouse (house and shop) motorcycle and car paint workshop, and Rp.3,000 at a parking lot somewhat behind the SMPN 2 Buduran school, Sidoarjo. Not only that, the school has also provided direction or counseling about motorized vehicles that should not be used carelessly through counseling. New students who have just entered the school have been given advice on the use of motorcycles, but this is only briefly given when new students are grouped into groups to mingle with other classmates or in SMPN 2 Buduran, Sidoarjo using the term ‘cluster’. However, this only happens for the first few days, after which the decision is left up to each individual. However, the majority of motorcycle users at SMPN 2 Buduran, Sidoarjo admit that respondents were active as motorcycle users when they were in grade 8 semester 2 or in grade 2 junior high school semester 2.

As parents, no matter how busy they are, in fact, they are still very worried about the condition of their children to ride motorbikes, but there is no other choice, when the infrastructure is available and there are more vehicles, parents by giving their children



confidence and trust, they give the 'green light' to drive to dive into the river and drink. Parents who are busy with their work and on the other hand children have to go to or from school or even school activities at the same time can be controlled and do not harm any of their affairs. Not leaving aside parental duties, parents also always monitor children's development, one of which is how children can drive well. (Susanto, Setiaji, dan Sulastrri 2022) With this, the role of parents is very important for children's driving safety on the highway. Some of the ways parents play a role in children's safety is by providing adequate education to their children about the importance of safe driving, setting a good example for their children in terms of driving. This includes obeying traffic rules, not using mobile phones while driving, and avoiding other dangerous behaviors on the road. Set clear rules and boundaries around driving for their children. This includes driving hours, the number of passengers allowed, and prohibitions against risky behavior such as drunk driving or drug use. Regularly monitor their children's driving behavior. They can do this by having regular discussions about their children's driving experiences, providing feedback on good and bad behavior, and identifying areas where improvement is needed.

Providing emotional support to their children, strengthening their confidence and helping them overcome any fears or anxieties associated with driving. Supervise their children's use of vehicles, including ensuring vehicles are in good condition, monitoring their children's driving behavior. regularly remind their children about the dangers of driving, including the risk of accidents, injuries, and the legal consequences of dangerous behavior on the road. As well as not forgetting to teach traffic rules, road signs, and safe driving behavior. Of course, the efforts of schools and the role of parents cannot stand alone. Support from the community is also very important in creating a safe and orderly environment. Communities can participate by organizing awareness campaigns on driving safety, as well as providing space for parents and schools to collaborate. When society as a whole realizes the importance of traffic safety, the impact of the efforts of schools and parents will become more significant.

## **CONCLUSION**

One of the phenomena of motorcyclists among students, especially minors, requires efficient action to increase understanding and awareness of good and correct law. In terms of efficient action, it cannot only be done by one person, but several people must be actively involved in this case and phenomenon. Some of these people are parents, government, authorities, and children, especially students at an early age who dare to take high risks when

on the road. This study aims to refer to what are the driving factors behind students, especially those underage, who dare to use motorized vehicles. Based on the research, researchers have found several driving factors causing SMPN 2 Buduran, Sidoarjo students who dare to take decisions and risks to ride their own motorbikes. The results state that the level of legal awareness of motorcycle users among students of SMPN 2 Buduran, Sidoarjo can be said to be high by looking at internal and external driving factors. In internal driving factors, these students are more likely to be due to family backgrounds that are both busy and do not have time to pick up their children. Then there are also families who are sufficient so that they have more material to be used by their children. And with permission from parents, they also dare to ride alone on the highway. The results then state that the external factors to encourage students to ride motorcycles brought by age are the existence of fomo because they follow other peers using or riding motorbikes and in addition, the lack of public transportation at affordable prices so that if they do not use motorbikes, they must choose to use online motorcycle taxis at a relatively high cost.

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