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**ATTITUDES, PEER PRESSURE AND EXPOSURE TOWARD ACTION  
MOVIES CONTRIBUTE TO THE RISKY MOTORCYCLISTS' BEHAVIOUR**



**Thesis Submitted to  
School of Business Management  
Universiti Utara Malaysia  
in Partial Fulfilment of the Requirement for the Master of Science  
(Occupational Safety and Health Management)**



**Pusat Pengajian Pengurusan  
Perniagaan**

SCHOOL OF BUSINESS MANAGEMENT

**Universiti Utara Malaysia**

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## ABSTRACT

Traffic accidents are a worldwide tragedy with an ever-rising trend. The main intention of this paper is to examine the relationship between the attitude of the rider, peer pressure and exposure towards action movies with risky motorcyclists' behaviour. Researchers can see the trend of fatalities and injuries due to traffic accidents is increasing day by day. In 2022 itself, there were a sum of 545,588 traffic accidents reported and a total of 6,080 deaths. An average of 1,494 accidents per day or an accident per minute in Malaysia. Previous research has primarily relied on cross-sectional data and thus focused on several groups of respondents, such as young motorcyclists. This study focused on all the types of motorcyclists. A total of 166 respondents were collected from a questionnaire that was randomly distributed. Data was analyzed using SPSS software using correlation and multiple regression methods to identify the relationship between the variables. From the findings, researchers can conclude that the attitude of the rider and peer pressure have a significant association with risky motorcyclists' behaviour, whereas exposure toward action movies does not show significant relationships with the risky motorcyclists' behaviour. Therefore, this study will help optimize the work of authorities by systematically identifying the causes of risky motorcyclists' behaviour and developing relevant ideas to address this issue.

*Keywords: Risky Motorcyclists' Behaviour, Attitude, Peer Pressure, Exposure Toward Action Movies*

## ABSTRAK

Kemalangan jalan raya adalah tragedi yang mengalami trend yang semakin meningkat di seluruh dunia. Tujuan utama kajian ini adalah untuk mengkaji hubungan antara sikap penunggang motorsikal, pengaruh rakan sebaya dan pendedahan terhadap filem aksi dengan tingkah laku penunggang motorsikal yang berisiko. Penyelidikan terdahulu membuktikan bahawa terdapat trend peningkatan terhadap kematian dan kecederaan akibat kemalangan jalan raya yang semakin membimbangkan. Pada tahun 2022, terdapat sejumlah 545,588 kemalangan jalan raya yang dilaporkan dan 6,080 kematian yang direkodkan. Purata kemalangan adalah sebanyak 1,494 sehari atau satu kemalangan per minit di Malaysia. Penyelidikan terdahulu lebih cenderung kepada beberapa kategori penunggang motorsikal, misalnya penunggang motorsikal yang muda. Kajian ini pula lebih tertumpu kepada semua kategori penunggang motorsikal yang mengugurkan jalan raya. Sebanyak 166 responden direkodkan daripada soal selidik yang diedarkan secara rawak. Data dianalisis menggunakan perisian SPSS dengan menggunakan kaedah korelasi dan regrasi bagi menentukan hubungan antara semua pemboleh ubah. Oleh itu, kajian ini akan membantu mengoptimumkan kerja pihak berkuasa dengan mengenal pasti secara sistematik punca perubahan tingkah laku penunggang motosikal yang berisiko dan membangunkan idea yang relevan untuk menangani isu ini.

*Kata kunci: Tingkah laku penunggang motorsikal yang berisiko, sikap penunggang motorsikal, pengaruh rakan sebaya, pendedahan terhadap filem aksi.*

## ACKNOWLEDGEMENT

I want to express my gratitude to my supervisor, Dr Siti Hawa Binti Harith, for her unwavering support and guidance throughout my master's program. Her expertise and patience have been invaluable to me and have played a crucial role in the success of this thesis. This approach is evident in her simple but obvious writing style, I aspire to emulate throughout my career.

I am incredibly grateful to my family and friends for their unconditional love and support throughout the entire thesis process and every day. Without their encouragement and motivation, I would not have been able to complete this journey.

Finally, I would like to extend my sincere gratitude to all of the participants in my study. Their willingness to share their experiences and insights has been invaluable to my research and has helped to make this thesis a success. Thank you for your time and contribution. I am deeply grateful to everyone who has supported me throughout this process. Without your help and guidance, this thesis would not have been possible.

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## LIST OF ABBREVIATIONS

PDRM	Royal Malaysian Police
MIROS	Malaysia Institute of Road Safety Research
SPSS	Statistical Package for Social Science
PPE	Personal Protective Equipment
JPJ	Road Transport Authority
JSPT	Police Traffic Enforcement and Investigation Department
WHO	World Health Organization



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## CHAPTER ONE

### INTRODUCTION

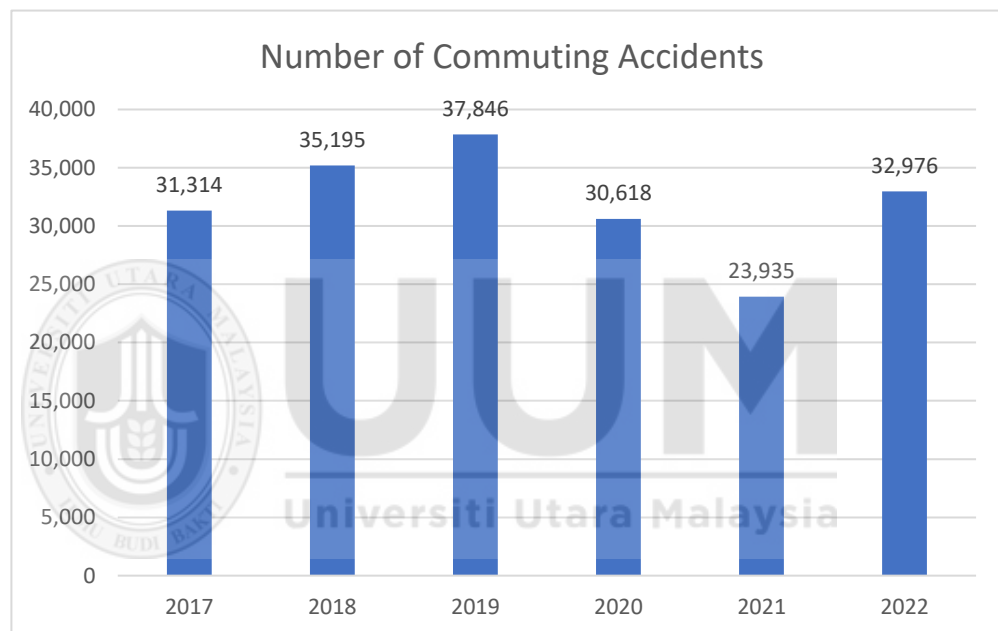
#### 1.1 Background of the Study

Traffic accidents, which occur frequently, are the most undesirable thing for road users. The worst part is not learning from the mistakes along the way. Majority road users are recognizing the general rules and safety measures when using the road, but only the negligence of road users leads to accidents and injuries. Motorcycles are the most popular modes of transportation for getting from one place to another. As we know, economic factors and ease of movement, especially in congested traffic, make motorcycles the second most popular means of transportation in Malaysia (Idris et al., 2019). Motorcycles are a very risky mode of transportation, which contributes to road accidents. It is because motorcycles are built lighter than any other vehicle and have only two wheels to balance.

According to the statistics from Social Security Organization's (SOCSO) annual report (2021), there were a total of 58,153 accident cases registered in 2021 as contrasted with 68,710 the year prior, a decrease of 15.36%. The number of work-related commuting accidents decreased from 30,618 instances in 2020 to 23,935 cases in 2021, but it began to rise in 2022, reaching 32,976 cases (Bernama, 2023). The Social Security Organization (SOCSO) in Malaysia describes a commuting accident as any accident that occurs while traveling from the person's residence or place of lodging to one's place of employment, including any taking a trip to get to work or eating during scheduled a number of (Bakar, 2018). In the case of employees, they

typically have a daily commute from their homes to their places of employment or other locations (Rusli & Salam, 2021). The rate of accidents is probably declining as a consequence due to the COVID phenomenon, where most workers work from home. The number of work-related commuting accidents is illustrated in the graph (figure 1.1) below.

**Figure 1.1**  
Number of Commuting Accidents



*Note.* Source from SOCSO Annual Report

Other than that, according to Ramanujam (2023), Police Traffic Enforcement and Investigation Department (JSPT) mentioned over the 10 days of Ops Selamat 19, there were 1,389 accidents recorded. In addition, the number of vehicles involved in the incident was 1,711 vehicles (refer Figure 1.2). Accidents involving cars contribute 1,140 cases, motorcycles 250 cases, four-wheel drives 211 cases, 86 cases for lorries, van, buses, bicycle and tractor contribute 15 cases, 7 cases, 2 cases and 2 cases respectively. The number of accidents and fatalities involving motorcyclists is

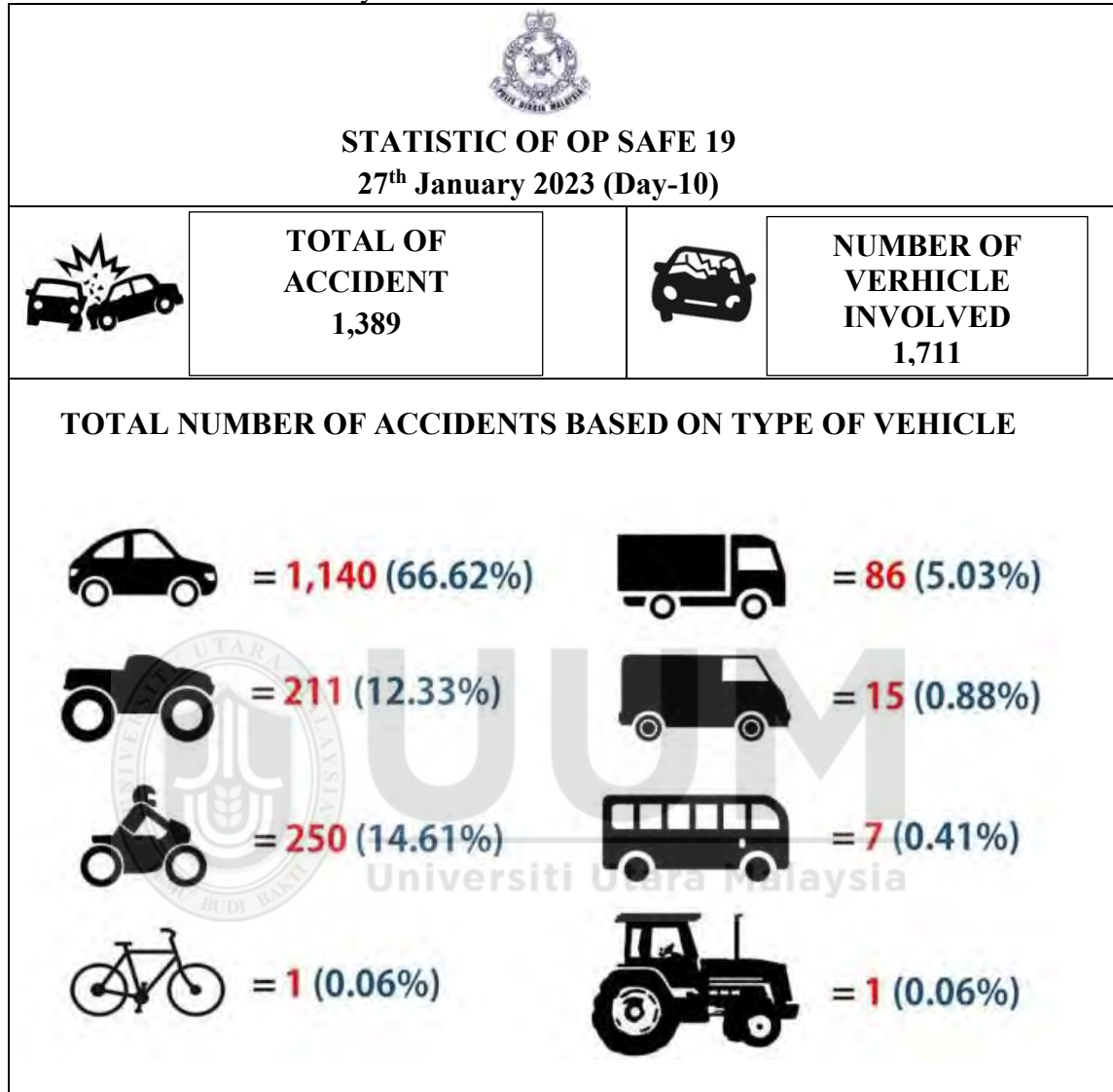
significant, with most fatalities being due to head injuries or multiple complications and injuries. Motorcycle use is on the rise around the world, especially in develop countries. The factor that contributes to the country's rapid economic growth and severe road congestion, as well as low cost, low fuel consumption and compact size for easy parking in crowded areas (Yousif et al., 2020).

According to a Malaysian survey of healthcare specialists, male healthcare assistants beyond the age of 50 who commuted from their homes to their places of employment were the most likely to be victimized by traffic accidents (Zuwairy et al., 2020). Sukor et al., (2018), explored the Malaysian regulations concerning the construction industry commuting workers. They came to the conclusion that the four categories of drivers, vehicles, environments, and others can be utilized for categorizing safe commuting elements. These studies revealed that a variety of characteristics are causally associated with risky behaviors among commuting employees.



**Figure 1.2**

Statistic of OP Selamat 19 by JSPT



*Note.* Source from Police Traffic Enforcement and Investigation Department (JSPT)

As stated by World Health Organization (WHO) (2022), the main risk factors for injury in motorcycle traffic include non-helmeted riders, speeding, alcohol abuse, mixed traffic situations and lack of vehicle protection during accidents and lack of safety equipment. In addition, many dangerous behaviours were observed while driving, such as speeding, losing control, being distracted by mobile phones, not wearing a seatbelt, and being fatigued. (Trespacios et al., 2017). While based on

National Safety Council (NSC) (2021), factor that directly influences the occurrence of motorcycle fatalities is the use of helmets.

The Road Safety Awareness Campaign is being conducted by the General Insurance Association of Malaysia (PIAM) in collaboration with the Malaysian Takaful Association (MTA) with the participation of the Road Transport Authority (JPJ) and the Royal Malaysian Police (PDRM). This campaign aims to enlighten and promote safe driving in the hope that the number of traffic accidents will decrease year by year (“Safety campaign by Piam, MTA”, 2022). According to the Malaysian Ministry of Transport, more than 80% of the traffic casualties are due to driver carelessness (Murugesan, 2022). Major causes of traffic accidents include violations such as exceeding the speed limit, driving in heavy traffic, drunk driving, and drug driving. WHO predicts that within 7 years from now, road traffic casualties will be the top five major factor of fatalities after heart disease, cerebrovascular disease, chronic lung disease and lower respiratory tract infections (WHO, 2022). According to John (2022), most of the reported accidents are due to faulty braking systems, but careless driving and speeding can also be to blame.

Attitudes are psychological structures, mental and emotional entities that are inherent in or characterize a person (McLeod, 2020). The researcher also mentioned that group riding is probably the best and worst place to see the attitudes and egos of motorcyclists. According to Singh (2023) in the Sun newspaper, the author mentioned that motorcyclists can be seen beating the red lights, using public walkways to avoid traffic and some would ride the wrong way. This uncaring attitude may cause accidents and endanger other road users.

Peer pressure is essentially a social pressure. Dhull and Beniwal (2017) defined peer influence as the direct pressure of peers to those people who are inspired to follow them through changes in habits, values, and behaviour. The researchers also said that peer pressure could always be present to successfully guide others. According to Bingham et al., (2016) peer pressure was exercised through statements that reflected a modest desire to proceed quicker (risk acceptance state) or slower (risk aversion).

In a study conducted by Kubrak (2020) in Russia, cinema is seen as a medium for personal and social change, which was reported to contribute to shaping the perspective of Russian audiences, including their attitudes towards current social issues. Researchers also said that movies give a significant positive interest on gender and ethnic stereotypes, change attitudes toward focused circle of individual, as well as lead to new opinion-forming on numerous issues (Kubrak, 2020). Movies are conventional to shape beliefs, influence opinions, and change attitudes on current issues.

## **1.2 Problem Statement**

WHO (2022) stated, traffic accidents are the major reason of death for younger society between the ages of five and 29 years old. Estimated about 1.3 million people die every year in the traffic accidents. Pedestrians, cyclists, and motorcyclists are the most vulnerable road users, accounting for more than half of all traffic fatalities. Ninety-three percent (93%) of all traffic fatalities worldwide occur in low- and middle-income nations, although the reality that roughly sixty percent (60%) of the vehicles on the entire

globe are driven there. The chance of a crash and the seriousness of its implications have a strong correlation with a rise in the mean speed (WHO, 2022). Commuting accident involving worker while traveling to work also increase this recent year (SOSCO, 2021). Speeding contributes to a higher probability that a driver is going to forfeit control of their vehicle, since it gives them less time to see imminent hazards. The actions of the driver who is speeding are also misinterpreted by other road users.

Most accidents are due to human error. According to the experimental findings, lane shifting in the wrong direction, poor road investigation, and acceleration were the three most frequent human error-related factors (Trung et al., 2023). Rahardjo and Kusumawardhani (2020), in their study indicate the manner in which attitudes towards safe riding behaviours might impact the association between the desire for excitement and careless riding. Notwithstanding possessing a greater degree of excitement than the majority of individuals, the individual that disagrees against riding violently may choose not to ride dangerously. While Crundall et al., (2021) agreed that younger and less competent motorists are more likely than older ones to find themselves in dangerous driving situations. Some teenage motorists exaggerate their driving expertise while underestimating risk, which raises the possibility of reckless behaviour. The researchers further argue that attitude can influence any individual's rider which is not specific to a certain group of ages. Based on these two studies, it can be summarized that there is a gap reported in the findings. Therefore, for the purpose of this research, we will identify whether attitude influenced all types of motorcyclists' behaviour.

Based on Ersan (2020), young drivers' risky behaviour is influenced by interpersonal factors such as the family traffic safety environment and peer pressure in the mesosystem, and cultural factors in the macrosystem such as perceptions of the country's traffic environment when these factors interact. The researchers agreed that peer pressure was positively associated with risky behaviour. On the other hand, study conducted by Ciranka and Bos (2019) reported that when peers transmit social signals to one another, someone's thoughts about risk criteria should affect the manner in which they act. The researchers further argue that peers can influence others and not specific to a certain group of ages. Based on these two studies, it can be summarized that there is a gap reported in the findings. Therefore, for the purpose of this research, we will identify whether peer pressure influenced all types of motorcyclists' behaviour.

According to Dalvi and Aras (2020), studies have found movies and content to be strongly associated with individual behaviour. Researchers agreed that movies, whether good or bad, can be an effective way to change people's attitudes in India. Furthermore (Waghlikar, 2023; Udofia & Anyim, 2017), mentioned that movies can have both positive and negative effects, especially on the receptive minds of today's youth in Uyo Local Government Area. Therefore, to further confirm the consistency of the presented result, this research will further identify whether exposure towards action movies influences all types of motorcyclists' behaviour within the Malaysia setting.

In overall, there appears to be an empirical gap in this early study. To date, the literature lacks detailed studies. Some of these unexplained traits of motorcyclists seem important and worth investigating. In addition, previous surveys have mainly focused on

younger respondents. This study focuses on these three variables that influenced the behaviour of dangerous motorcyclists: attitudes, peer pressure, and exposure to action movies. This study included all types of motorcyclists.

### **1.3 Research Questions**

The research questions for this study are:

- i. Is there any relationship between attitudes of the rider and the risky motorcyclists' behaviour?
- ii. Is there any relationship between peer pressure factor and risky motorcyclists' behaviour?
- iii. Is there any relationship between exposure toward action movies and the risky motorcyclists' behaviour?

### **1.4 Research Objectives**

This study's main goal is to determine whether attitudes, peer pressure and exposure toward action movies contribute to the risky motorcyclists' behaviour. This study suggests several research objectives need to achieve as follows:

- i. To assess whether attitudes of a rider contribute to the risky motorcyclists' behaviour.
- ii. To determine whether peer pressure factor will affect the risky motorcyclists' behaviour.

- iii. To analyse whether exposure toward action movies gives impact toward risky motorcyclists' behaviour.

### **1.5 Significance of Study**

This paper mostly focuses on the factors that contribute to risky motorcyclists' behaviour. By identifying the factors that contribute to the risky behaviour of motorcyclists, it will be much easier for relevant departments to take steps to address this issue. However, it would be challenging to deal with human behaviour and to change habits. The outcome of this study will be beneficial to the related government department and society. This study is significant because it can provide valuable insights into the potential benefits toward reducing motorcycle accidents in our country.

The findings of this study can be used to create awareness in society. An awareness campaign can be organized to make sure all motorcyclists know regarding the risk and also factors that contribute to the increase in motorcycle accidents. It will need involvement from governments and Non-Government Organizations (NGOs). This raises the need for a proper safety education and training for motorcyclists with traffic law enforcement, safe driving behaviour and ways to reduce injuries.

### **1.6 Scope of Study**

This research aims to investigate components that contribute to risky motorcyclists' behaviour. The dependent variable in this study will be risky motorcyclists' behaviour. Meanwhile, the independent variables will be attitudes of

the rider, peer pressure and exposure to action movies. The type of research method used is survey, which is a questionnaire distributed using Google Form to the respondent. Total collected questionnaire was 166 respondents. This study primarily focused on Malaysian motorcycle riders.

Data was collected through an online platform of Google Form, which would be distributed randomly to the respondent who is using a motorcycle to work. Data was collected for the duration of three weeks from 6th June 2023 until 28th June 2023. Only motorcyclists were approached and surveyed. The requirements for the selection were that the potential respondent is a Malaysian citizen and the respondent can ride a motorcycle by himself or herself and not as a pillion rider only. Respondents were assured of their anonymity and that all the responses would be kept strictly confidential. This study can help to create understanding and awareness among society regarding risky motorcyclists' behaviour and the factors that influence that behaviour. This paper will also give alternatives to the respective departments to create more awareness campaigns to overcome this issue in the future.

### **1.7 Limitation of Study**

The respondent is the primary obstacle that prevents these results from being extensively implemented. The respondent might be in the average age of 20 years old to less than 50 years old. This limitation will lead to a limited generalizability where the finding of this research is only valid for certain age of respondent. Under Article 4(1) of the Minimum Retirement Age Act 2012, the minimum retirement age for workers is 60 years old. This is one of the explanations for why almost all of



participants are within the ages of twenty and fifty years old, currently working or enrolled in educational institutions, and travel via motorbike. Meanwhile, time constrains being limitation for the researcher. Data gathered and analyses in short period of time.

## **1.8 Definition of Key Terms**

### **1.8.1 Risky Motorcyclists' Behaviour**

A person's behaviour is any action that can be viewed, measured, and repeated. It is obviously describing actions (Bicard & Bicard, 2012).

### **1.8.2 Attitudes**

Attitudes as learned tendencies to evaluate things in certain ways. It involves appreciating people, problems, objects, or events, often positively or negatively. It can be dangerous in some cases (Kendra, 2023).

### **1.8.3 Peer Pressure**

Peer pressure is a consequence of peer groups, spectators, or people on others as well, forcing them to change their points of view, values, or behaviours—either intentionally or unintentionally—to fit to the group expectations. (Happiness & Amukeru, 2021).

### **1.8.4 Exposure toward Action Movies**

Exposure toward action movies is the changing of behaviour among viewers depending on the movies that they are watching (Mokhtar, 2019).

## **1.9 Organization of the Study**

There are five chapters in this study. Chapter one in this study contains a general introduction to the background of the study, the problem statement, the research question, the aim of the study, the implications of this research, the restriction of this research, description of key terms, and its organization of the study. Chapter two described a literature review assessing the work of other researchers on this topic, their approaches, and their results. Chapter three is the methodology used in the study. It consists of chapter introduction, study design, questionnaire development, pilot testing, data collection, data analysis, ethical issues, and chapter summary.

The next chapter consists of the analysis results. This section presents the findings along with tables, graphs and charts showing the collected data. Chapter 5 consists of discussion and conclusions. Results are discussed, interpreted and related to a theoretical framework. Additionally, an overview of the study's principal conclusions and suggestions for additional research are provided in this part.

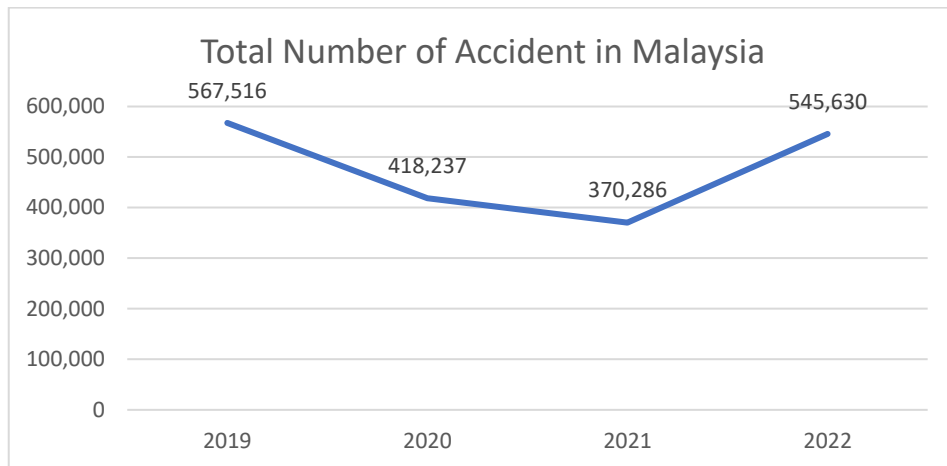
## **CHAPTER TWO**

### **LITERATURE REVIEW**

#### **2.1 Road Accident among Motorcyclists**

An automobile crash can be described as one that involves at least a single vehicle on a public road which ends in at least one injury or fatality (Insee, 2020). In recent years, there has been a lot of research into traffic accidents caused by motorcycles. Motorcycles are considered to be a huge and challenging mode of transportation that can cause traffic accidents. Motorcycles cause significantly more deaths each year than any other mode of transport. 1 death every 90 minutes. The average running time of a movie is 90 minutes or 1.5 hours (GIVI, 2023). The total number of traffic accidents is projected to decrease from 2019 to 2021 as shown in Figure 2.1, but unfortunately it has already started increasing since last year. A commuting accident is an accident that occurs on the route between the place of residence and the place of work, while traveling for reasons directly related to employment, or while traveling on a permitted holiday (Act 4 Employees' Social Security Act, 1969).

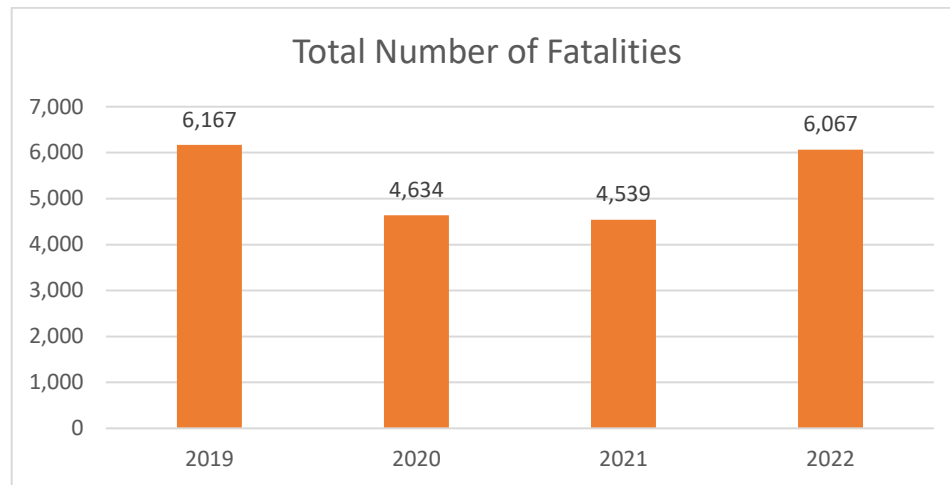
**Figure 2.1**  
Total Number of Road Accident



*Note.* Source from Free Malaysia Today.

Given these circumstances, reducing accidents and reducing the number of fatalities is an urgent issue for the government. Predicting road fatalities is necessary for developing personal, budgetary and political road safety plans. Therefore, Malaysia's Road Safety Plan 2021-2030 is presently being developed. Malaysia's Road Safety Plan 2021-2030 is a continuous plan that is modified as necessary to achieve the objective of minimizing traffic fatalities and injuries (Road Safety Plan 4, 2021-2030). The pattern showing road fatalities is decreasing from 2019 to 2021. After 2022, that number will start to increase (see graph in Figure 2.2).

**Figure 2.2**  
Total Number of Fatalities



*Note.* Source from Free Malaysia Today

## 2.2 Risky Motorcyclists' Behaviour

Injuries among young motorcyclists are primarily caused by negligent conduct behaviour such as speeding, violating traffic laws, and competing with other riders, in addition to some particular rider characteristics including youth, male gender, low economic and social position (Sumit et al., 2021). Based on Chang et al. (2019), not all unsafe acts have the potential to lead to traffic accidents and serious injuries, but unlawful acts, in interaction with other expected factors, are very likely to result in serious injury in an accident. There are certain cases where it becomes tremendously dangerous. Azman et al. (2020) highlights that the typical motorcycle type in Malaysia is small with a displacement of less than 150 cubic centimeters (cc). Motorcycles are the most susceptible and life-threatening vehicles on Malaysian roads especially when they are utilized for high-speed travel, despite their compact dimensions and scant occupant safety. Although 150cc motorcycles are vulnerable and dangerous, researchers believe that rider attitudes

influence dangerous motorcycle behaviour rather than 150cc motorcycles affecting dangerous motorcycle behaviour (Azman et al., 2020).

Speeding, driving while under the influence, and failing to wear protective equipment are a few instances of behaviours which are frequently deliberate choices and may be considered purposeful. It can be considered unintentional depending on the situation. For example, speeding may not be intentional, but the driver may not be aware of the speed limit for the specific highway. According to Hamid et al. (2019), over eighty per cent of tragedy scenarios are the result of improper conduct, harmful surroundings, or both. Borhan et al. (2018), conducted a study evaluating risky behaviour of Malaysian motorcyclists at signalized intersections. As a result, it was found that most of the motorcyclists who were not good at handling the steering wheel at signalized intersections were under age or young motorcyclists. Goh et al., (2020), reported an elevated association between reckless behaviour and positive consequences in Malaysia. A rider's attitude can influence and change a motorcyclist's behaviour depending on the situation.

Risky behaviour and lack of driving skills are among the risk factors that exacerbate the poor safety of motorcyclists in Malaysia. The proportion of motorcyclists aged 16–21 years who are involved in accidents is consistently over 30 percent every year (Azman et al., 2020). Statistics show that young, unlicensed and inexperienced motorcyclists in Malaysia are vulnerable due to their driving skills and lack of risk taking. A group of motorcyclists showed difficulty coordinating and adapting their behaviour, less forbearance, a diminished capacity to accept other actions and viewpoints, excessive feedback and difficulty considering (Zaniotto et al., 2017).

### 2.3 Attitudes of The Motorcyclists

Based on Zuraida and Russell (2020), riding or driving attitudes contain of a motorcyclist's emotions, negative or positive judgments, and behaviours toward specific assets, people, objects, or experiences while riding. Additionally, attitudes are experimentally developed states of readiness that lead or influence how a person reacts to any crucial thing or circumstance (Arsyistawa, 2019). The motorcyclists' attitudes to rule violations, injury perceptions, need for road safety knowledge, and perceptions of adverse effects of increased smartphone use are used to assess riders' attitudes to road safety (Amiruddin et al., 2022). Furthermore, Abdullah et al., (2018) emphasized that attitudes such as disobeying traffic rules to avoid heavy traffic contribute to dangerous driving behaviour. Younger drivers tend to be more inclined to violate traffic laws, as reported by researchers.

According to Malaysia Road Safety Plan (MRSP) 2022-2030, the government stresses the importance of instilling values and attitudes that prioritize road safety, which leads to rational decision-making, stable emotions and skills. Cubanick et al., (2017), agreed that the most famous causes of traffic problems are motorcyclist attitudes. Some motorcycle riders are aware that their manner of ride goes against the law. Due to the attitudes tend to be constant, they are sometimes compared to personality traits. Furthermore, attitudes are adaptations of one's thoughts on a topic and are important for understanding one's behaviour (Raharjo & Kusumawardhani, 2020). But researchers said attitudes toward things can change as a result of acquired knowledge, as opposed to traits that seem permanent and difficult to change.

### **2.3.1 Relationship Between Attitudes and Risky Motorcyclists' Behaviour**

One study found that the link between anger and risky driving behaviour proved valid because motorcyclists provoke bad attitudes by increase the speed, engage vehicles, and keep up with other vehicles when angry (Abdullah et al., 2018). Previous studies have associated this outrageous attitude with dangerous driving and driving behaviours practices like speeding, carelessness, and breaching laws regarding traffic (Cludius et al., 2021). Younger and less competent motorists are more likely than older ones to find themselves in dangerous driving situations. Some teenage motorists exaggerate their driving expertise while underestimating risk, which raises the possibility of reckless behaviour (Crundall et al., 2021). It is unclear which of these factors—youth or inexperience—has a greater impact on risk estimation.

Afelumo et al., (2021), found that older drivers exhibited more positive driving attitudes overall than younger drivers. Married drivers also showed more positive driving attitudes than single drivers. Furthermore, due of motorcycle riders' intrinsic fragility and the greater hazards they encounter, a few researchers have asserted that driving attitudes are to blame for 95% of traffic incidents (Vinoth & Akib, 2021). A hallmark of motorcyclists is the behaviour of riders to keep people safe and to comply with driving regulations (Nadimi et al., 2021).

According to Dewa and Darren (2019), motorcyclists' attitudes on dangerous activities on the road persist. As long as they remain in charge, residents frequently participate in a variety of unsafe behaviours on the road. They believe they already have all the skills needed to be a motorcyclist. This suggests that motorcyclists perceive that they are at a minimum level of risk of traffic casualties and have unsafe attitudes toward



traffic safety, such as speeding and tailgating. Otherwise, Abdullah et al., (2018) found in their study that driving behaviour was significantly positively associated with risky riding behaviour among motorcyclists.

## **2.4 Peer Pressure**

Peer influence is frequently linked to teen reckless actions among adolescents. This is because these behaviours often occur with peers. Depending on the actions, it can have both positive and negative effects. According to testimony in Bernama (2022) by Seri Alam Deputy Police Chief Mohd Roslan Mohd Tahir, one of the reasons young people participate in illegal racing activities is peer pressure. Peer influence has been described as the ability of peers to exert social pressure on peer groups to approve or disapprove of their actions (Ersan, 2020). Furthermore, the study found that youths were more likely to participate in potentially hazardous behaviour in groups than they were on their own.

Rusli and Hussain (2019) found that, in some situations, adolescents take more risks when they are with peers than when they are alone and the rate risky behaviours more likely to happen. Trogolo et al., (2022), claimed that explicit verbal and non-verbal activities that support or discourage reckless behaviour had an advantageous or direct social pressure effect. On the other hand, passive or indirect pressure from peers is a more concealed or unconscious form of pressure based on perceived community norms about reckless driving manners. Chang and Nguyen (2018) defined peer pressure as the influence of a group on the behaviour of individual members of that group, resulting in

members tending to follow what others are doing. Peer-influenced individuals have a strong desire to learn about and be accepted into social groups. On the other hand, Sheu et al., (2017) defined peer influence as the degree to which a person's attitudes, beliefs, and behaviours are influenced by peers.

#### **2.4.1 Relationship Between Peer Pressure and Risky Motorcyclists' Behaviour**

Peer pressure has a substantial effect on risk-taking behaviour among motorcycle riders, according to earlier studies. Based on Rusli and Hussain (2019), excessive speeding, traveling without an appropriate helmet, and traveling without appropriate signal lights had been statistically drastically and favorably associated with peer influence. The researchers also found that peers had a significant influence on college students' risk-taking behaviour. In the researcher's study, they conclude that peer influence is important as a predictor of risky behaviour. According to Trogolo et al., (2022), younger drivers (ages 18-24) showed greater direct and indirect peer influence to ride dangerously. Men show more direct peer pressure for dangerous riding behaviour. Adolescents may engage in risky behaviour in front of peers because they believe that doing so can strengthen and protect their social relationships (Somerville et al., 2019).

Additional research demonstrates that interpersonal variables can promote constructive behaviour (Hoorn et al., 2017) and decreased the willingness to take risks (Braams et al., 2019). Hoorn et al., (2017) shown the benefits of adopting a normative strategy for investigating the mechanisms underlying peer influence by finding that peers had the greatest influence in risky situations. Braams et al., (2019), on the other hand, showed that peer selection strongly influences the behaviour of others.

Adolescents are or want to be part of a group by demonstrating how good they are by taking extreme risks or by imitating members' risk-taking behaviour. Ciranka and Bos (2019), provide evidence that beliefs about peer-observed risk norms should influence the behaviour of others when peers send social signals to peers. According to Ozlem (2020), adolescents were more inclined to participate in an unsafe behaviour in group situations than when alone because they had a risk-taking friend.

## **2.5 Exposure toward Action Movies**

These days, there are plenty of action movies featuring dangerous behaviour, chases, and speeding. Based on Dalvi and Aras (2020), movies can have multiple effects on society, both positive and negative. Film or movies is a powerful platform for expressing emotions and communicating messages. The viewer should know what the movie is about and they need learned to handle it in a positive way or a negative way. Even small things can make a difference. Based on the Planned Behaviour Theory by Rusli and Hussain (2019), watching an action movie can stimulate viewers to follow the behaviour in real life.

According to Kubrak (2020), differences in pre-movie settings may account for differences in the effects of cinematic actions. Waghlikar (2023) said that movies can have both positive and negative effects on today's young minds, which are particularly susceptible. The researcher also said movies provide an escape from reality, allowing young people to immerse themselves in compelling stories and visually stimulating experiences. Movies stimulate critical thinking in young people.

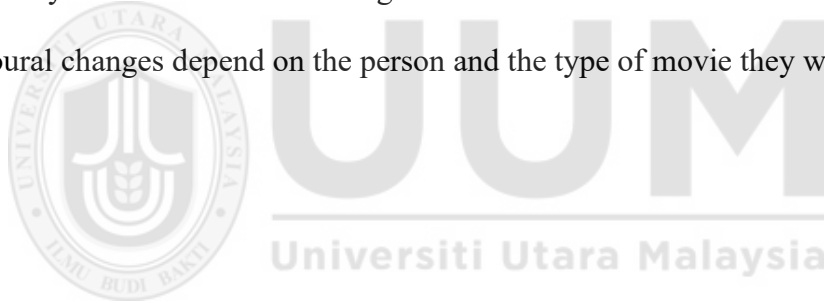
### **2.5.1 Relationship Between Exposure toward Action Movies and Risky Motorcyclists' Behaviour**

Travelling without headlights and failing to stop at T-junctions have been shown to be substantial and strongly linked with exposure to action movies and parental supervision and direction (Rusli & Hussain, 2019). According to Vingilis et al., (2017), a cultivated theory suggests that normative practices regarding dangerous riding skills on television should influence perceptions and attitudes. According to Ghandali et al., (2021), the media contributes to the transmission of violence and emergencies of dangerous and risky behaviour. Viewers are unable to differentiate between reality and imagination without the requisite cognitive abilities unreliable, and interpersonal abilities (Hu et al., 2020). This can put them in dangerous behavioural situations.

Another finding from Ghazali et al., (2020), researchers found positive associations between violence in Tamil cinema in terms of attitudes, beliefs and acts of violence. Exposure to violent scenes in the media affects how people think and act. The researchers also said that attitudes are determined by different outcomes. First, as a result of beliefs about aggressive behaviour, secondly, as a result of feelings about social situations, and thirdly, people with positive attitudes toward violent behaviour are more likely to exhibit high levels of aggressive behaviour (Ghazali et al., 2020). According to the results of a study by Udofia and Anyim (2017), counsel from parents and control over media, particularly sexually explicit, violent, and smoking-related movies as well as comedies, romantic comedies, and music videos had a strong impact on adolescent

behaviour. This study showed that exposure of adolescents to inappropriate films and videos can induce negative traits that are counterproductive for emotionally unstable adolescents.

Younger generations, particularly young men, are more probable to act aggressively or anxiously as a consequence of violent imagery in entertainment that includes television, movies, videos, and computer games (Coyne et al., 2017). According to Fikkers et al., (2017) and Seabrook et al., (2019), viewing violent movies has a significant impact on increasing violent tendencies. Other findings of Ghandali et al., (2021), demonstrated that teen risk-taking behaviour or poor decision-making were not substantially correlated with watching melodrama movies. Researchers have proven that behavioural changes depend on the person and the type of movie they watch.



## CHAPTER 3

### METHODOLOGY

#### 3.0 Introduction

This chapter briefly describes the methods used to conduct this research. The specific technique or approach used to locate, pick, process, or analyze data is known as a research methodology. The setting, populations, samples, specialized research instruments, data gathering techniques, and study designs are all included in this. The chosen analytical techniques as well as data gathering methods are covered in detail in this chapter. This chapter establishes the purview and bounds of research design and situates research within the framework of computerized research traditions.

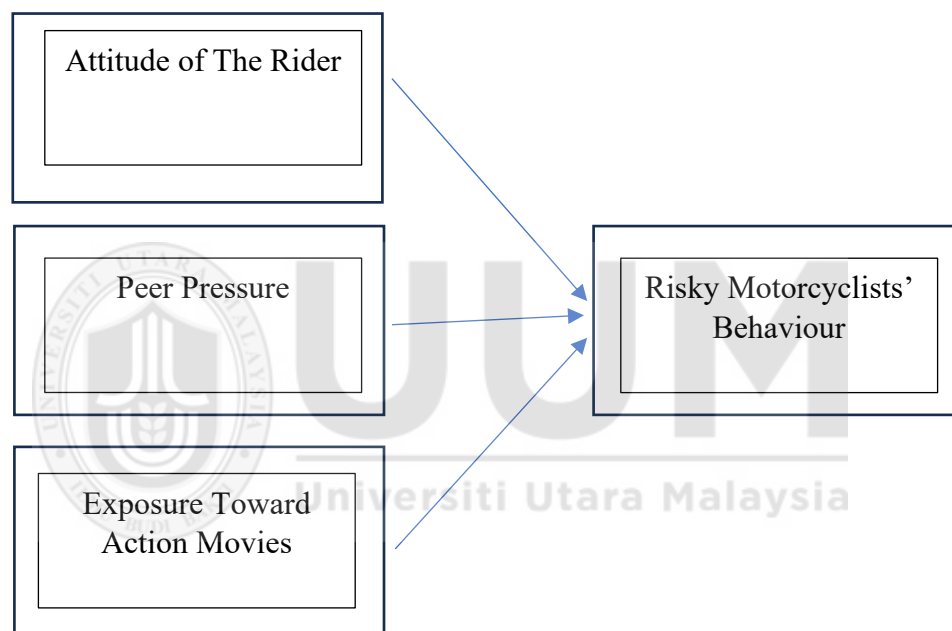
A questionnaire was the primary instrument of data gathering in this research analysis. This questionnaire was developed and modified by previous researchers. Furthermore, this chapter is divided into his eight sections. It began with introduction, research design, questionnaire development, pilot testing, data collection, data analysis, ethical issues, and ended with expectations for the adopted theoretical framework.

#### 3.1 Research Framework

A research framework, according to Godfrey (2019), offers a foundational framework or model to support our group's research endeavors. Using a conceptual framework serves as a component of this investigation. The conceptual framework is a description—written or visual—of the study variables and how they relate to the other variables. An overview of previous studies and theories on your subject constitutes the

foundation. (Natalie, 2022). Figure 3.1 shows the framework model of this study. Risky motorcyclists' behaviour is the dependent variables and attitude of the rider; peer pressure and exposure toward action movies are the independent variables. The relationship between the independent and dependent variables will be discovered by the researcher.

**Figure 3.1**  
Framework Model



### 3.2 Research Design

The study's research design is shown in Table 3.1. Cross-sectional analysis was performed in this study. A cross-sectional study is a style of research design in which you gather information from a large number of individuals all at once. In cross-sectional research, variables are observed without being changed (Thomas, 2023). The sample size for this study is 166 respondent and it uses convenience sampling in non-probability. The

sample size calculated using software labeled G\*Power which applied to determine the minimal sample size. This study conducted individual analysis, where each motorcycle rider's response functioned as a representation of that rider.

This investigation employed an exploratory approach using quantitative methods of data collection. It involves a self-administrated questionnaire method and it is supported by literature review from previous researchers. The responder is given a set of questionnaires to complete in order to determine whether attitudes, peer pressure and exposure towards action movies contribute to risky motorcyclists' behaviour. Questionnaires are used in this research because they can easily solicit information on particular data. Three sections are present in questionnaires. Section A contains demographic background, section B contains questions regarding risky motorcyclists' behaviour and section C contains questions regarding attitudes, peer pressure and exposure towards action movies.

**Table 3.1**  
Summary of Research Design

<b>Research Design</b>	<b>Unit of Analysis</b>	<b>Sample</b>	<b>Time Horizon</b>	<b>Sampling</b>	<b>Data Collection Method</b>
Quantitative	Individual	166 respondents	Cross-Sectional Study	Convenience Sampling	Self-administered Questionnaire



### 3.3 Questionnaires Development

Questionnaire developed and modified from several author and previous research. Table 3.2 to Table 3.5 present the developed and modified questionnaire for the dependent variable and independent variables in this study.

**Table 3.2**  
Original and Modified Items for Risky Motorcyclists' Behaviour

Author	Original Questionnaire Items	Reliability Result	Modified Questionnaire Items	Scale of Questionnaire Items
Riding Behaviour of Motorcyclist in the Klang Valley	Q1: Talk on a mobile phone while riding.	0.62	Q1: I would always pick up a call while riding, no matter in what situation.	1 : Strongly Disagree 2 : Disagree 3 : Neutral 4 : Agree 5 : Strongly Agree
Nuur Sakinah Azman Rabihah Ilyas Noradrenalina Isah Mohd Khairul Alhapiz Ibrahim, (2020)	Q2: Read text messages on a mobile phone while riding.	0.62	Q2: I would always read all the messages while riding, in any situation.	Agree
	Q3: Cross a junction while the traffic light is red.	0.85	Q3: I love to cross a junction before the traffic light turns green.	

	Q4: Ride in the opposite direction of the traffic flow/road way.	0.85	Q4: I enjoy riding in the opposite direction to avoid traffic.	
	Q5: Wear a helmet without fastening the straps.	0.80	Q5: I rarely fastening my helmet's straps while riding my motorcycle.	
	Q6: Ride without wearing a helmet.	0.80	Q6: I feel safe riding without a helmet for a short distance.	
	Q7: Ride on the sidewalk	0.85	Q7: I like to ride on the sidewalk to avoid traffic.	
	Q8: Attempt to do, or actually do, a wheelie	0.77	Q8: I always do wheelie in a straight road.	
	Q9: Pull away too quickly and your front wheel comes off the road.	0.77	Q9: I never bother about the white line before stopping my motorcycle at the traffic	

			light.	
	Q10: When riding at the same speed as other traffic, you find it difficult to stop in time when a traffic light has turned against you.	0.88	Q10: I always speed up when the traffic light going to turn red.	

**Table 3.3**

Original and Modified Items for Attitude of the Rider

Author	Original Questionnaire Items	Reliability Result	Modified Questionnaire Items	Scale of Questionnaire Items
Analysing local motorcyclists' perception towards road safety  Dewa Made Priyantha Wedagama <sup>1</sup> , and Darren Wishart <sup>2</sup> , (2019)	Q11: Riding motorcycle because of feeling of freedom/ no pressures	0.728	Q11: I feel freedom while breaking the traffic rules.	1 : Strongly Disagree 2 : Disagree 3 : Neutral 4 : Agree 5 : Strongly Agree
	Q12: Riding motorcycle because of enjoyment/ fun	0.816	Q12: I like breaking the traffic rules when I mingle with my friends.	
	Q13: Riding motorcycle because of	0.817	Q13: I always want to show my skills to my	

	social reasons (mates, meet new people)		friends for socialization.	
	Q14: I enjoy cornering as fast as I can	0.823	Q14: I enjoy breaking the traffic rules in any situation.	
	Q15: I get a real thrill out of riding fast	0.874	Q15: I feel addicted when I break the traffic rules.	

**Table 3.4**  
Original and Modified Items for Peer Pressure

<b>Author</b>	<b>Original Questionnaire Items</b>	<b>Reliability Result</b>	<b>Modified Questionnaire Items</b>	<b>Scale of Questionnaire Items</b>
A case study on Risk- Taking Behaviours Among Motorcyclists in Klang Valley, Malaysia	Q16: If my peers influence me to ride over the speed limit, I will do it.	0.755	Q16: I will ride faster than the speed limit if my friends convince me to.	1 : Strongly Disagree 2 : Disagree 3 : Neutral 4 : Agree 5 : Strongly Agree
	Q17: Peer Influence can make me break the rules.	0.731	Q17: I might violate the law due of peer pressure.	
Mohd Khairul Alhapi Ibrahim Siti Maryam	Q18: I will get involved in unofficial races with other riders when	0.738	Q18: I will participate in unauthorized races with other riders if	

Md Nor Nuura Addina	influenced by my friends.		my friend urges me to do so.	
Mohamad Mohd Faudzi Mohd Yusoff, (2012)	Q19: If I am challenged by my friends to break the rules, I will accept the challenge.	0.802	Q19: I don't mind breaking the rule if my friend challenge me to do it.	
	Q20: When I ride on my motorcycle with my friend, I will ride fast.	0.732	Q20: I enjoy riding fast with my friend.	

**Table 3.5**  
Original and Modified Items for Exposure towards Action Movies

<b>Author</b>	<b>Original Questionnaire Items</b>	<b>Reliability Result</b>	<b>Modified Questionnaire Items</b>	<b>Scale of Questionnaire Items</b>
A case study on Risk-Taking Behaviours	Q21: I like watching movies with race content.	0.874	Q21: I've always loved movies with race content.	1 : Strongly Disagree 2 : Disagree 3 : Neutral
Among Motorcyclists in Klang Valley, Malaysia	Q22: I enjoy watching movies with racing scenes.	0.873	Q22: I like to watch movies with racing scenes.	4 : Agree 5 : Strongly Agree
Mohd	Q23: I enjoy seeing a dead body that	0.521	Q23: I feel excited seeing a dead body	

Khairul Alhapi Ibrahim Siti Maryam Md Nor Nuura Addina Mohamad Mohd Faudzi Mohd Yusoff, (2012)	happened because of a motorcycle accident in movies.		cause by motorcycles accident in movies.	
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### 3.4 Pilot Test

To assess the participant acquisition method, usability of the survey questions, and data gathering procedure, a pilot test was carried out (Fraser et al., 2018). The pilot study's primary objective was to assess the viability of the procedures used to recruit and retain participants, to test the content and surface validity of the questions, and to test the usability (including content) to increase the odds of success in primary research.

Based on Frost (2022), Cronbach's alpha is frequently utilized by analysts as an indicator with a value of 0.7. If the value is 0.7 or greater, the items are sufficiently reliable to indicate that the measurement is reliable. The researcher also highlights those values near 0.7 are minimally acceptable but not ideal. This questionnaire was distributed to the 30 respondents randomly. The detailed results of the reliability test are as below (refer Table 3.6):

**Table 3.6**  
Result of the Pilot Test

<b>ITEM</b>	<b>RELIABILITY TEST</b>  ( $\alpha=0.7$ )
DV: Risky Motorcyclists' Behaviour	0.94
IV1: Attitudes	0.97
IV2: Peer Pressure	0.95
IV3: Exposure Toward Action Movies	0.86

### 3.5 Data Collection

Data collected using quantitative method. A questionnaire was distributed to the target respondent, who was a motorcyclist. Respondent must answer based on their knowledge and experience with the issue. The questionnaire is a part of a survey distributed online to the respondents. Data was collected for the duration of three weeks from 6th June 2023 until 28th June 2023. Questionnaire distributed through social media platforms. The questionnaire is designed in English and Malay. It would be much easier for the respondent to answer the design question.

The samples used for data collection are non-probability sampling, or convenience sampling. Convenience sampling, according to Stratton (2021), is a sampling approach which frequently chooses individuals that are accessible nearby. Because it is less expensive, time-consuming, and complex than other sample procedures, convenience sampling is often used. Convenience sampling can be beneficial

when utilized to develop a prospective hypothesis or study objective. The primary subject of this study is Malaysian motorcycle riders.

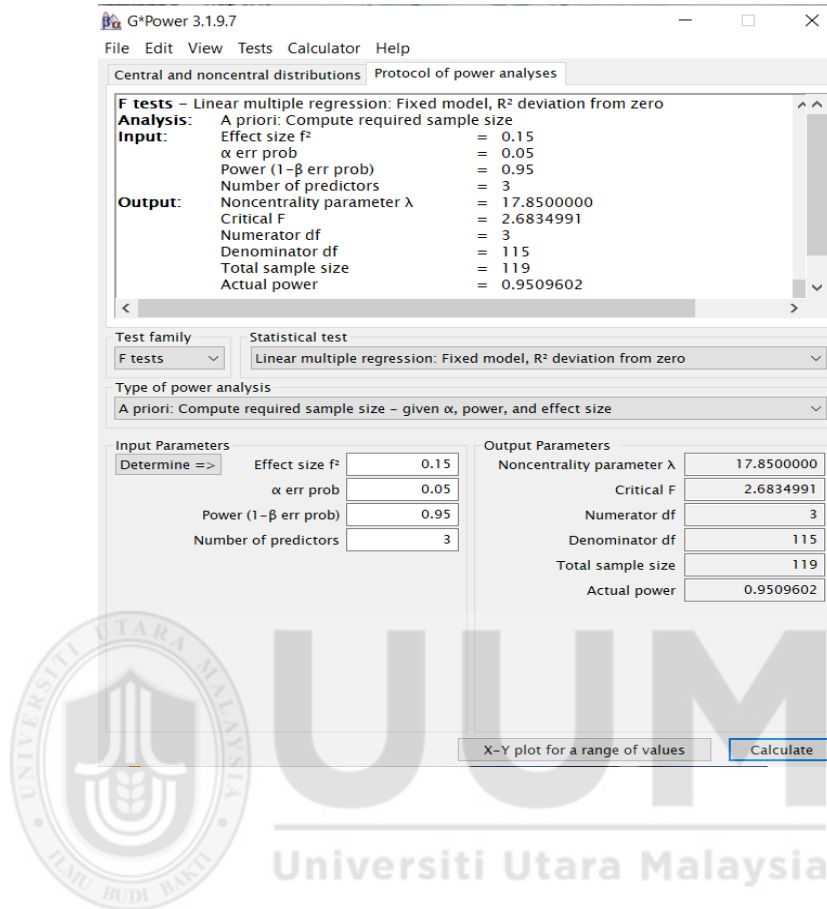
### 3.6 Sample size

Software labeled G\*Power is applied to determine the minimal sample size. By analyzing the component of a model with the greatest number of predictors, power analysis calculates the minimum sample size (Hair et al., 2014). It requires information to determine the minimal sample size necessary, power, effect size, as well as significance level (Hair et al., 2018). In the field of social science study, a value of 80% or more is deemed to be considered appropriate (Hair et al., 2017; Uttley, 2019). Effect size quantifies the genuine magnitude of the relationship between each independent variable and the dependent variable. Adopting a benchmark for accomplishing empirical statistical power of 80% or higher can be advantageous (Memon et al., 2020).

Figure 3.2 showed G\*Power analysis. The effect size at 0.15 (medium effect),  $\alpha$  at 0.05, and power at 0.80 in the input parameters (Memon et al., 2020) The number of predictors refers to independent variables in this study. According to the G-Power analysis, the minimum total sample size required is 119. Data was collected from 166 respondents. Pilot test using the first 30 respondents.



**Figure 3.2**  
G-Power Analysis



### 3.7 Data Analysis

The process of gathering, modelling, and analyzing data by employing different statistical and logical methodologies is known as data analysis. Businesses rely on analytics procedures and equipment to acquire data to assist with operational and strategic decision-making (Calzon, 2023).

Data collected from the questionnaires is being analyzed using SPSS software. Data analysis using several tests which start with demographic analysis, normality test for data distribution, reliability test  $\alpha=0.7$ , correlation test to identify the relationship

between dependent variables and independent variables and multiple regression to identify which independent variables influence the dependent variables the most.

### **3.7.1 Descriptive Analysis**

A descriptive analysis is a form of study technique that aims to comprehend a phenomenon by looking at its traits and characteristics. It entails gathering and analyzing information in the form of words, pictures, or other non-numerical forms (Regoniel,2023). The demographic background shall be evaluated using descriptive analysis. The table and diagram present the aggregate for each participant by providing the frequency of each particular fill by participant.

### **3.7.2 Normality Test**

Normality assumptions are widely imposed assumptions in statistical procedures (Huang et al., 2019). Interpretation and inference may not be accurate if the normality test's presumption is broken. The Kolmogorov-Smimov (KS) test, the Anderson-Darling (AD) test, the Jarque-Bera (JB) test, the Glen-Leemis-Barr (GLB), the Gel-Gastwirth (GG), and the Bonett-Seier (BS) tests constitute some of the normality tests found in statistical software applications, as stated by the researchers. In this study, researchers used the Q-Q plot. A commonly utilized method of visualization for contrasting the empirical probability variation of a random variable to any proposed theoretical dispersion is the Q-Q plot (Huang et al., 2019). The Q-Q plot compares two probability distributions by plotting the theoretical quantile (horizontal axis) against the empirical quantile (vertical axis).

In a Q-Q plot, A single dot symbolizes each observation on the plot. The observed value ought to be located in the theoretical quantile reflected in the x coordinate. If the data were regularly distributed, the sample's mean and variance would have been computed, and the sample's actual amount of data is displayed on the y axis (Navarro,2022). The researcher mentioned if the data is normal, the dots should be near to the straight line.

### **3.7.3 Reliability Test**

The reliability test is a method for checking a scale's internal consistency. Livingston (2018), describe reliability as a particular source of inconsistency in the scores (or possibly more than one). Cronbach's alpha coefficient is used as the indicator to check the degree of consistency. The Cronbach alpha set for this study is  $\alpha = 0.7$ .

### **3.7.4 Correlation Analysis**

Correlation coefficients are indicators of the strength of the linear relationship between two different variables, x and y (Nickolas,2021). A linear correlation coefficient that is greater than zero indicates a positive relationship. A value that is less than zero signifies a negative relationship and a value of zero indicates no relationship between the two variables. Three correlation coefficients were tested via Person's product-moment correlation and the significance level for all correlations was set at 0.01 (2-tailed). The strength of the relationship can be determined via the Pearson correlation (r). Table 3.7 is the guidelines for the strength of the relationship.

The sign of + or – indicates a positive or negative relationship. Table 3.7 presents the summary of the matrix for correlation of these three variables.

**Table 3.7**  
Guideline of Strength of Correlation

<b>r value</b>	<b>Strength of Correlation</b>
0.1 to 0.29	Weak correlation
0.3 to 0.49	Moderate Correlation
0.5 to 0.99	Strong Correlation

*Note.* Source from Gravetter, & Forzano. (2023). Research Methods Behavioral Sciences (6th Edition). Cengage.

### 3.7.5 Multiple Regression Analysis

Regression analysis employs a model that describes the relationship between the dependent variables and the independent variables in a simplified mathematical form (Schneider et al., 2010). The outcome variables are known as the dependent variables and the risk elements, and co-founders are known as predictors or independent variables. Typically, the level of statistical significance was intended to be in the range of numbers like 0.10, 0.05, and 0.01. In execution, the most prevalent level of significance is currently 5 percent, or  $\alpha=0.05$  (Ross, 2017). There is a slight likelihood of declining  $H_0$  when it is true since the statistically significant thresholds has been set to some low number.

### **3.8 Ethical Issue**

In addition to competence and diligence, performing research requires both integrity and honesty. A study was conducted and approved by the supervisor. Data was gathered after obtaining permission to utilize the questionnaire and other aspects of the research. Before participants filled out the questionnaires, their permission was demanded. Every respondent has to read the consent form and tick on the column about agreement to proceed with the participation. Respondents can tick “No” if they did not wish to proceed or they may just leave the questionnaire. Assuring respondents that there would be no potential hazards or expenses, respondents were also educated about the study's objectives and the methods that would be employed to collect the data.

### **3.9 Summary of The Chapter**

This chapter begins with an introduction then describes the research design employed in this study. This chapter describes the research methodology, including the population, sample, data collection instruments as well as strategies used to ensure the ethical standards, reliability and validity of the study. In collecting data, researchers used a quantitative method, descriptive survey design via Google Form. The questionnaire design was adopted and modified from previous studies. There were 23 questions excluding the demographic section. Motorcycle riders who were willing to engage in the study could help make up the sample.

It was authorized to disseminate and gather information. Consent and purpose of the study are also mentioned in the questionnaire. For proof of validity, questionnaires were distributed to respondents. By pretesting the survey, its validity and reliability were

strengthened further.



## CHAPTER 4

### DATA ANALYSIS AND RESULTS

#### 4.0 Introduction

Analyzing the data gathered to test the hypothesis and respond to the research questions is essential in order for successfully completing this research paper. The analysis, presentation, and interpretation of the survey's findings are all covered in this chapter. SPSS software is used to analyze and interpret the data, which will then be presented in table form. The exploration of the respondent's demographics background will be covered in the initial section, then will be followed by the examination of the dependent and independent variables.

#### 4.1 Demographic Background

Table 4.1 showed the results of demographic analysis. This evaluation consists of the background of the respondent, which includes gender, age, ethnicity, marital status, location of work, engine capacity and number of summonses received in a year.

**Table 4.1**  
Demographic Results

Variable	Classification	Frequency	Percentage
Gender	Male	105	63.3
	Female	61	36.7
Age	16-20 years old	18	10.8
	21-30 years old	104	62.7
	31-40 years old	33	19.9
	41-50 years old	10	6.0
	Above 50 years old	1	0.6
Ethnic	Malay	133	80.1
	Chinese	8	4.8
	Indian	23	13.9
	Others	2	1.2
Marital Status	Single	103	62.0
	Married	63	38.0
Location of Work	Klang Valley	103	62.0
	Out of Klang Valley	63	38.0
Engine Capacity	Below 100c	36	21.7
	101cc-250cc	47	28.3
	Above 250cc	83	50.0
No of Summons	0 Summons	16	9.6
	1-3 Summons	129	77.7
	4-6 Summons	21	12.7
Total		166	100

### Gender

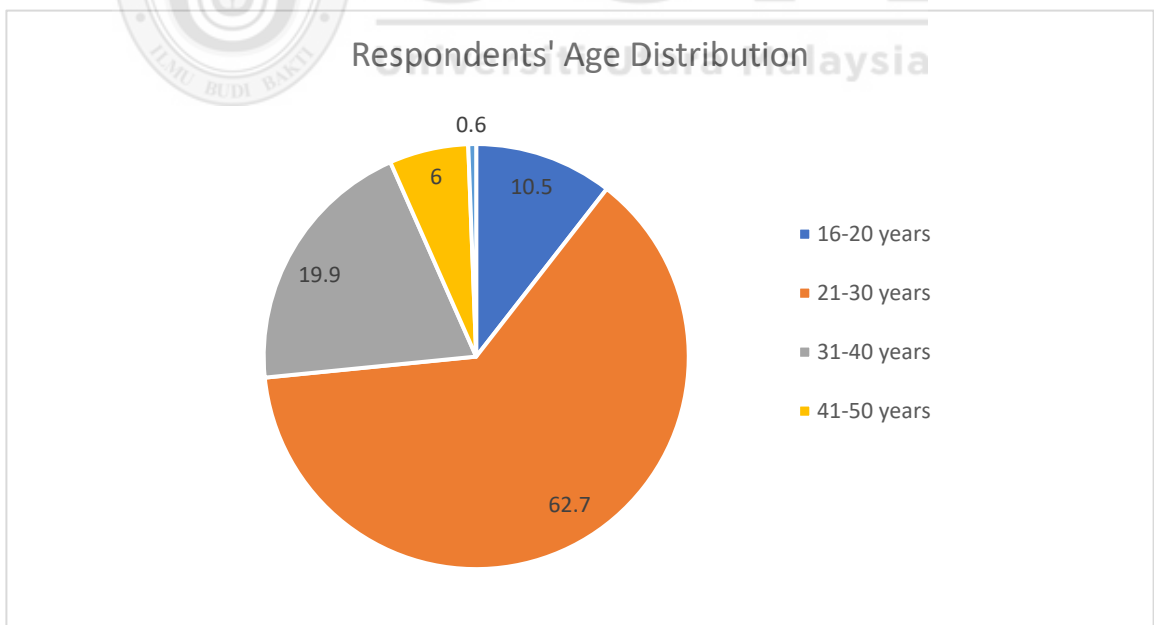
There are a total of 105 (63.3%) male and 61 (36.7%) female respondents in the poll that was conducted. In accordance to the percentage, more men than women participated to the survey.



## Age

In the findings, majority of the respondent are from the age group 21-30 years, with 104 respondent (62.7%), followed by the age group of 31-40 years, with 104 respondent (19.9%) of the study. The minority of the respondent are from the age groups, 16-20 years, 41-50 years and above 50 years, with 18, 10 and 1 respondent(s), representing 10.8%, 6.0% and 0.6%, respectively. The majority of the respondents are aged 21-40 years, which represents about 82.6% of the study. This is because the questionnaire was distributed using online method and most of the respondent from that age was actively using motorcycle as a medium of transportation. Figure 4.1 shows the respondent's age distribution.

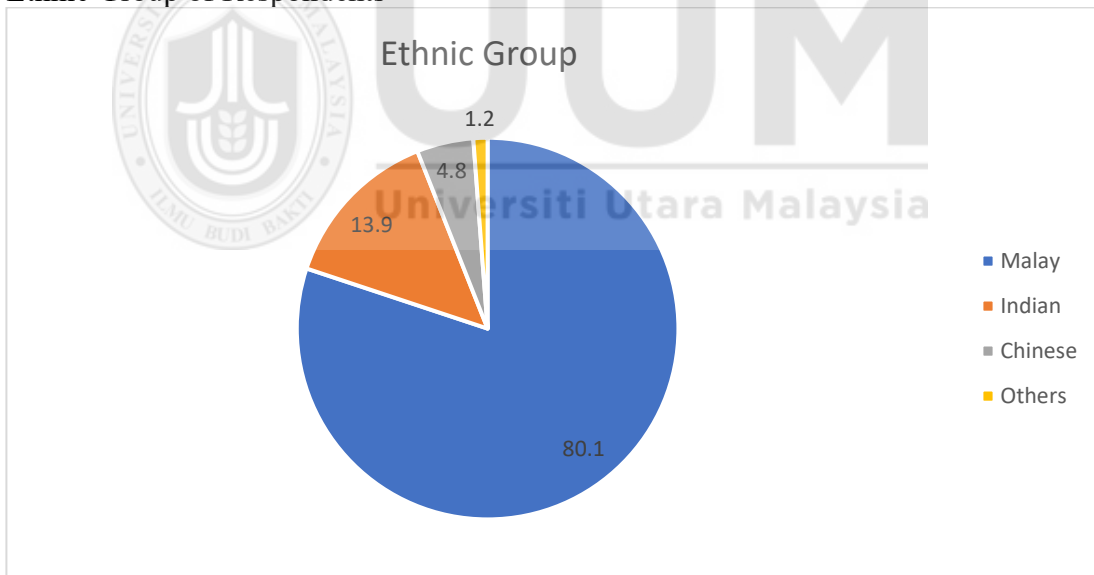
**Figure 4.1**  
Age Distribution of Respondents



## Ethnic Group

There are four ethnic groups: Malay, Chinese, Indian and others. Malay respondents comprise the majority of respondents, contributing 80.1% (133 respondents). The Indian, Chinese and others ethnic groups are the minority with 13.9% (23 respondents), 4.8% (8 respondents) and 1.2% (2 respondents) respectively. The majority of the respondents are Malay as most of the questionnaires were collected among motorcyclist and online. Figure 4.2 shows the ethnic group distribution.

**Figure 4.2**  
Ethnic Group of Respondents



## Marital Status

There are 103 single respondents and 63 respondents who are married which represents 62.0% and 38.0% respectively.

### **Location of Work**

In this study, majority respondent is working in the Klang Valley which represent 103 respondent (62.0%) and the others 63 respondents (38.0%) working out of the Klang Valley.

### **Engine Capacity**

Majority respondent who participates in this study are using motorcycle above 250cc which contribute 50.0% equivalent to 83 respondents. While the other motorcyclists using 101cc-250cc and below 100cc motorcycle which represent 28.3% equivalent to 47 respondent and 21.7% equivalent to 36 respondents respectively.

### **Number of Summonses**

In this study, 129 respondents admit that they receive 1-3 summons in a year which represent 77.7%. The other 21 respondents and 16 respondents received 4-6 summons in a year and no summon received in year, which contribute 12.7% and 9.6% respectively.

**Table 4.2**

Descriptive Result

<b>Variables</b>	<b>Mean</b>	<b>Median</b>	<b>Std Deviation</b>
Risky Motorcyclist's Behaviour (DV)	17.83	16	8.49
Attitude (IV1)	8.99	5.0	5.52
Peer Pressure (IV2)	11.61	9.0	6.77
Exposure Toward Action Movies (IV3)	8.61	9.50	3.60

Table 4.2 shows the descriptive result, which includes the mean, median and standard deviation of dependent variables and independent variables. Dependent variables are the risky motorcyclists' behaviour and independent variables represent attitude, peer pressure and exposure toward action movies. The highest mean among these variables is risky motorcyclists' behaviour, 17.83. The second highest is peer pressure variables, then attitude and exposure toward action movies, which represent 11.61, 8.99 and 8.61 respectively.

According to the median and standard deviation, risky motorcyclists' behaviour represents the highest value, which is 16 and 8.49 respectively. While for the independent variables, the median for exposure toward action movies and peer pressure has a difference of 0.5, which represents 9.50 and 9.0 respectively. The lowest median score is attitude, which represents 5.0. In addition, for the standard deviation, peer pressure scores highest among independent variables, which is 6.77, then attitude 5.52 and the lowest is exposure toward action movies, which is 3.60.

#### **4.2 Normality Test**

Figure 4.3 showed the normality test result for risky motorcyclists' behaviour, which is the dependent variable in this study. Based on the figure, the dots point is near to the straight line and there are some dots plotted away from the straight line. However, a lot of dots are near to the straight line, therefore data is normally distributed.

**Figure 4.3**  
Normality Test Result for Risky Motorcyclists' Behaviour (DV)

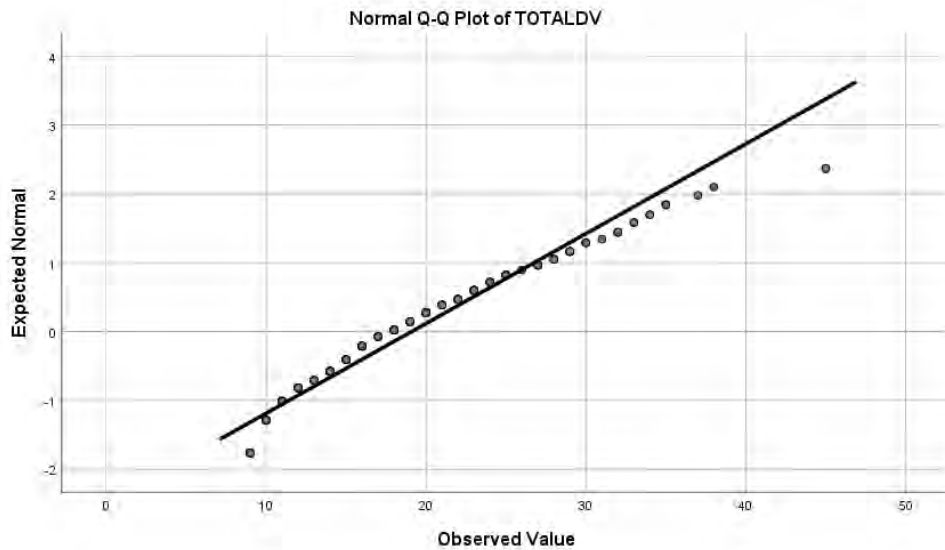


Figure 4.4 showed the normality test result attitude of the rider, which is the independent variable in this study. Based on the figure, the dots point is near to the straight line and there are some dots plotted away from the straight line. However, a lot of dots are near to the straight line, therefore data is normally distributed.

**Figure 4.4**  
Normality Test Result for Attitude of The Rider (IV1)

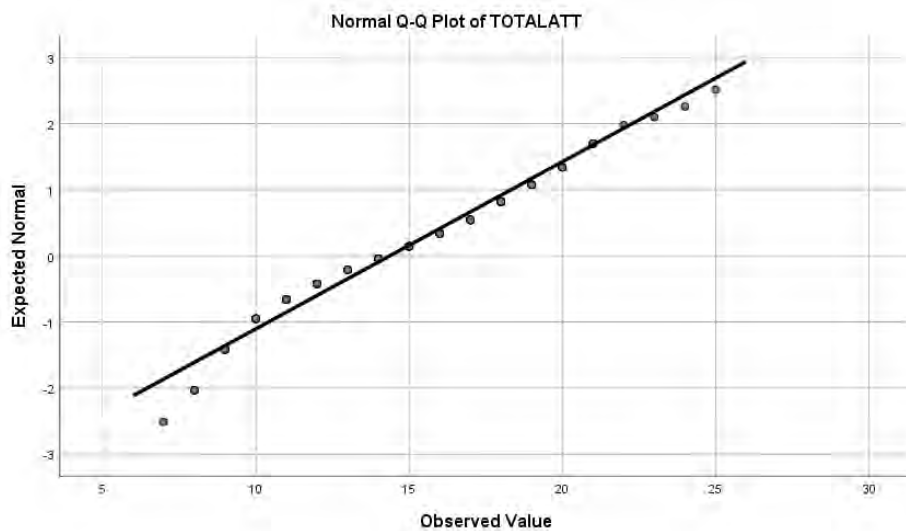


Figure 4.5 below showed the normality test result peer pressure, which is the independent variable in this study. Based on the figure, the dots point is near to the straight line and there are some dots plotted away from the straight line. However, a lot of dots are near to the straight line, therefore data is normally distributed.

**Figure 4.5**  
Normality Test Result for Peer Pressure (IV2)

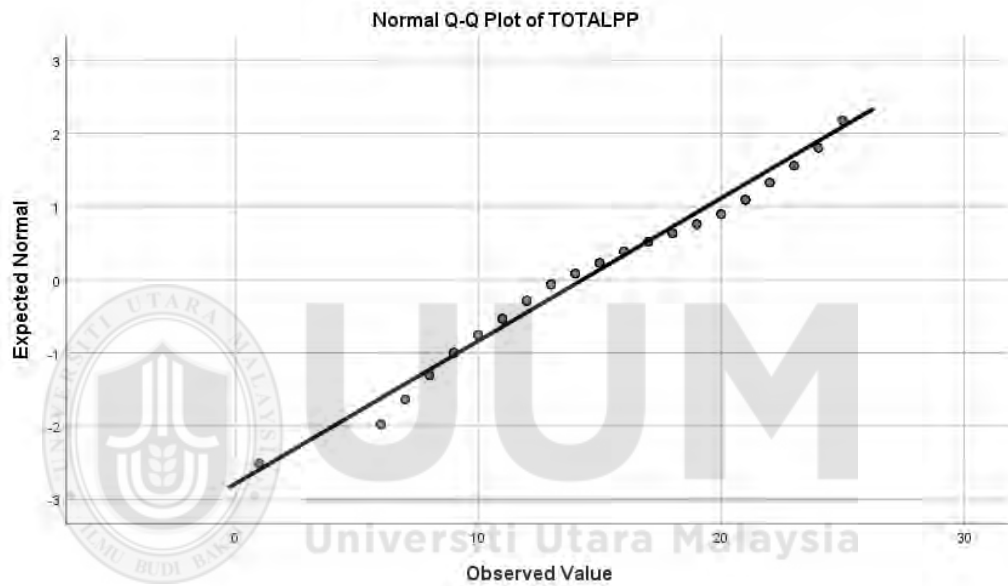
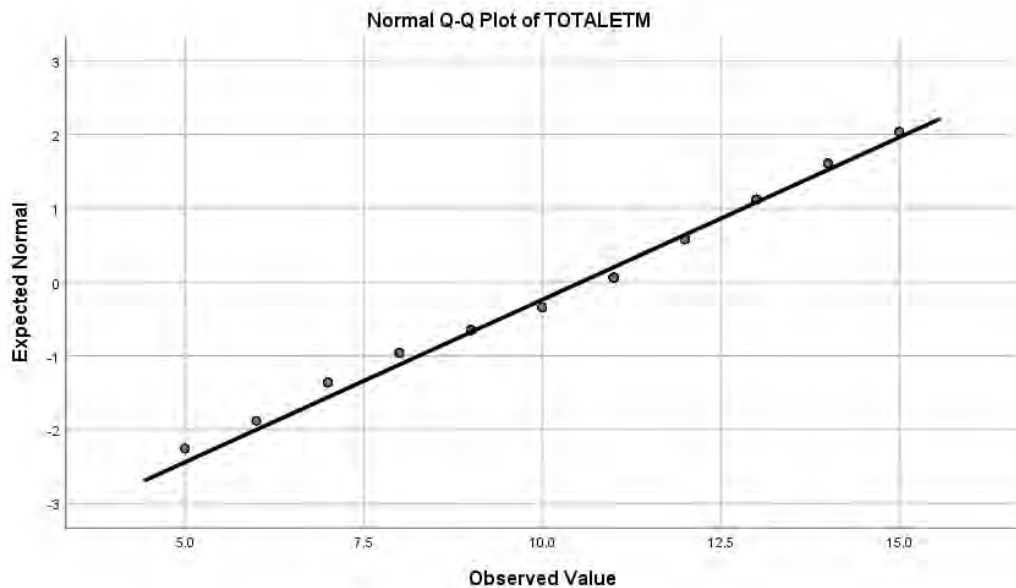


Figure 4.6 showed the normality test result exposure toward action movies, which is the independent variable in this study. Based on the figure, the dots point is near to the straight line and there are some dots plotted away from the straight line. However, a lot of dots are near to the straight line, therefore data is normally distributed.

**Figure 4.6**  
Normality Test Result for Exposure Towards Action Movies (IV3)



According to all the figure with Q-Q plot result, researcher can conclude that data is normally distributed among respondent. Therefore, data collected analyse using SPSS software.

### 4.3 Goodness of Measures (Reliability Analysis)

Overall, variables show a Cronbach alpha coefficient of more than 0.7 which is more that the suggested cut off point, and every variable shows a result of 0.9. Thus, it can be summarized that all the items in this study are consistent and reliable. Table 4.3 shows the summary of the reliability test.

**Table 4.3**  
Summary of Cronbach’s Alpha Reliability Analysis

<b>Construct</b>	<b>Items measuring this construct</b>	<b>Reliability Coefficient (Alpha) (N=166)</b>
DV	Q1,Q2,Q3,Q4,Q5,Q6,Q7, Q8,Q9,Q10	0.914
IV1	Q11,Q12,Q13,Q14,Q15	0.920
IV2	Q16,Q17,Q18,Q19,Q20	0.938
IV3	Q21,Q22,Q23	0.902

#### **4.4 Interpretation of results from data analysis (hypothesis testing results)**

##### **4.4.1 Correlation result**

There are three independent variables that were used in this study. Based on Table 4.4, we can see that there is a strong correlation between the attitude values and risky motorcyclists' behaviour. The r-value for attitude is 0.898 ( $r = 0.898, p < 0.01$ ). According to table 3.7, the guidelines for strength of correlation, this r-value is located in the strong correlation column. Therefore, there is a strong correlation between the attitude of the riders and the risky motorcyclists' behaviour.

For the peer pressure variables, researchers can see that there is also a strong correlation between the peer pressure values and risky motorcyclists' behaviour. The r-value for peer pressure is 0.859 ( $r = 0.859, p < 0.01$ ). According to table 3.7, the guidelines for strength of correlation, these r-value guidelines are in the strong correlation column. Therefore, there is a strong correlation between peer pressure and risky motorcyclists' behaviour.

For the exposure toward action movies, researchers can see that there is also a strong correlation between the exposure toward action movies values and risky



motorcyclists' behaviour. The r-value for exposure toward action movies is 0.579 ( $r = 0.579, p < 0.01$ ). This result shows a decreasing value compared to the other two variables. According to table 3.7, the guidelines for strength of correlation, this r-value is located in the strong correlation column. Therefore, there is a strong correlation between exposure toward action movies and risky motorcyclists' behaviour.

**Table 4.4**

Correlation Analysis Result

\*\*Correlation is significant at the 0.01 level (2tailed)

Independent Variable	Dependent Variable	r-value	Sig (Two-tailed)
Attitude		0.898**	
Peer Pressure	Risky Motorcyclists' Behaviour	0.859**	0.00
Exposure toward Action Movies		0.579**	

#### 4.4.2 Multiple Regression Analysis Result

Multiple regression in this study was used to test if attitudes of the rider, peer pressure and exposure toward action movies significantly predicted regression of the risky motorcyclists' behaviour.

H0: Risky motorcyclists' behaviour is not influenced by the attitude of the rider, peer pressure and exposure towards action movies.

H1: Risky motorcyclists' behaviour is influenced by the attitude of the rider, peer pressure and exposure towards action movies.

**Table 4.5**

The Result of Model Summary

<b>Model</b>	<b>R</b>	<b>R</b>	<b>Adjusted R Square</b>
1	.905a	<b>.819</b>	.815

Table 4.5 showed the result of a model summary for all variables. The overall regression was statistically significant;  $R^2 = 0.189$ , which represents 81.90% (percent) of all variables. The model is good and respectable since the 81.90% variation in risky motorcyclists' behaviour is explained by the attitude of the rider, peer pressure and exposure towards action movies.

**Table 4.6**  
ANOVA Result

<b>Model</b>	<b>Sum of Squares</b>	<b>df</b>	<b>Mean Square</b>	<b>F</b>	<b>Sig.</b>
1	98.097	3	32.699	243.690	.000(b)
Regression					
Residual	21.737	162	0.134		
Total	119.834	165			

Table 4.6 showed the ANOVA result. From the table below, the regression sum of squares is 98.097 and the total sum of squares is 119.834. The regression model explains about  $98.097/119.843 * 100 = 81.85\%$  of all the variables in the dataset. While the residual sum of squares represents the error sum of squares, which is 21.737. The F-value is used to test the hypothesis that the slope of the independent variable is zero (Vijalapuram,2019). The F-statistics for this study is 243.690 (large). The corresponding

p-value is highly significant (0.000) which is lower than the alpha value of 0.05. This indicates that the slope of the estimated linear regression model line is not equal to zero, confirming that the hypothesis is null. The hypothesis is rejected. It shows that there is a linear relationship between risky motorcyclists' behaviour and the three predictor variables (attitude, peer pressure and exposure to action movies). This finding is consistent with Abdullah et al., (2018), where researchers discovered that riding attitudes show relationships with a positive significant relationship towards risky riding behaviour.

**Table 4.7**  
The Result of Multiple Regression Analysis

<b>Dependent Factor:</b>			
Risky Motorcyclists' Behaviour			
<b>Independent Factors:</b>	<b>Beta (B)</b>	<b>t</b>	<b>Significant</b>
Attitude	0.667	8.428	0.000
Peer Pressure	0.230	2.781	0.006
Exposure Toward Action Movies	0.380	0.885	0.378

Table 4.7 showed the result of multiple regression analysis between the attitudes of the rider, peer pressure and exposure towards action movies with risky motorcyclists' behaviour. Based on the coefficient table, two predictor variables, which are attitude ( $p = 0.000 < 0.05$ ) and peer pressure ( $p = 0.006 < 0.05$ ) were found to be positively significant for risky motorcyclists' behaviour. Meanwhile, exposure toward action movies does not show significant relationships ( $p = 0.378 > 0.05$ ). The largest beta coefficient is found in attitude ( $\beta = 0.667$ ) and followed by the exposure toward action movies and peer pressure, which represent ( $\beta = 0.380$ ) and ( $\beta = 0.230$ ) respectively. This means that attitude makes the strongest contribution in explaining risky motorcyclists' behaviour.

## 4.5 Hypothesis Summary

The hypothesis summary is presented in Table 4.8. According to the statistical significance of the p-value, there is two hypotheses supported (H1 and H2), which pertains to the relationship between attitudes of the rider and peer pressure with risky motorcyclists' behaviour. However, the hypothesis H3 are not supported, as indicated by a p-value that exceeds the threshold of 0.05.

**Table 4.8**  
Hypothesis Summary

Hypothesis	Relationship	Std. Beta	t- value	p- value	Decision
H1	Attitude of the rider and risky motorcyclists' behaviour	0.667	8.428	0.000	<b>Supported</b>
H2	Peer pressure and risky motorcyclists' behaviour	0.230	2.781	0.006	<b>Supported</b>
H3	Exposure toward action movies and risky motorcyclists' behaviour	0.380	0.885	0.378	<b>Not Supported</b>

## 4.6 Summary of This Chapter

This chapter contained an overview of the data analysis. The descriptive analysis was presented first in the chapter, and afterwards followed by a preliminary analysis that included reliability and normalcy tests. This test served to guarantee the validity and dependability of the data. Testing the strength of the linear relationship between all the

variables' correlations was done using correlation analysis. All factors strongly correlate with the behaviour of risky motorcycle riders. The most significant and effective predictors of the outcome have been determined using a multiple regression analysis. Only two characteristics stand out as important predictors of the outcome, according to the findings. The results were covered in the next chapter, along with some suggestions.



## CHAPTER 5

### DISCUSSION AND CONCLUSION

#### 5.0 Introduction

The outcomes and justification of the independent factors which are correlated with the dependent variables are discussed in this section. The researcher's expectations regarding potential outcomes are reviewed briefly before the results are provided, together with interpretations that make an effort to offer logical justifications. The findings additionally relate to the developments and improvements discussed in the second chapter's literature studies.

#### 5.1 Discussion of Research Question

In this section, the findings of the study are to find the relationship between attitude, peer pressure and exposure towards action movies with risky motorcyclists' behaviour. Based on the results in the above chapter, this study found that two variables have a relationship with risky motorcyclists' behaviour and one variable does not have a relationship with risky motorcyclists' behaviour. A brief review and discussion of the questions and the researcher's predictions of possible outcomes, results and interpretation are provided in this chapter. The findings are also related to the trends and developments outlined in the literature review.

### **5.1.1 Research Question 1: Is there a relationship between the attitudes of the rider and the risky motorcyclists' behaviour?**

With reference to the research question, this study aims to examine whether there is a relationship between attitudes of the riders and the motorcyclists' behaviour. People may form attitudes about behaviour based on their appreciation of that behaviour (Leong et al., 2022). Similar findings, based on research conducted in Guangdong, China, provide insight into risk factors related to motorcyclists' behaviour such as speeding, reckless driving, and red-light violations (Zhang et al., 2021). While according to Manan et al., (2017), more than 50% of his motorcyclists exceed the speed limit. The researchers also said motorists tend to drive faster than other vehicles on highways.

The hypothesis used is that attitude value is positively related to risky motorcyclists' behaviour. Based on the result, researchers found that there is a strong correlation between the attitude of the rider and risky motorcyclists' behaviour, where the r-value is 0.898. To identify the significant relationship between attitudes of the rider and risky motorcyclists' behaviour, the p-value is not more than 0.05 ( $p < 0.05$ ). Referring to the results above, we can find that the p-value for this variable is 0.00 ( $p = 0.00$ ). We can conclude that the attitudes of the rider have a positive relationship with risky motorcyclists' behaviour. It is supported by a study conducted by Goh et al., (2020) which demonstrating positive effects and significant positive associations between risky attitude and motorcyclists' behaviour. Therefore, the hypothesis is accepted.

### **5.1.2 Research Question 2: Is there a relationship between the peer pressure factor and risky motorcyclists' behaviour?**

Based on the research question above, researchers want to examine whether there is any relationship between the peer pressure factor and risky motorcyclists' behaviour. Somerville et al., (2019), stated that adolescents may engage in risky acts in the presence of peers. The reason is that they believe that doing so strengthens, protects, or strengthens their social relationships. According to Rusli and Hussain (2019), peers were found to be statistically significant and positively associated with riding exceeding the speed limit, riding without a crash helmet, and riding without using the signal. Trogolo et al., (2022), mentioned that there is positive or direct peer pressure with explicit verbal and nonverbal behaviours that encourage or discourage risky behaviour. Nowadays, there are many groups of people with the same hobby. They love to mingle together and organize some social events. This activity usually takes place on weekends or public holidays. Usually, these groups of people support each other in everything they do during the event.

The hypothesis used is that peer pressure value is positively related to risky motorcyclists' behaviour. Based on the result, the researchers found that there is a strong correlation between peer pressure and risky motorcyclists' behaviour, where the r-value is 0.859. To identify the significant relationship between peer pressure and risky motorcyclists' behaviour, the p-value is not more than 0.05 ( $p < 0.05$ ). Referring to the results above, we can find that the p-value for this variable is 0.006 ( $p = 0.006$ ). We can conclude that peer pressure has a positive relationship with risky motorcyclists' behaviour. If the loop of peer's demand to do something, they will tend to follow the request. This



result is supported by a study conducted by Leong et al., (2021), in which researchers found that there is a logistics regression on social influences indicating that peer pressure from friends or a group of motorcyclists was likely to have a more significant influence on risky riding behaviour compared to other important people such as parents or family. Therefore, the second hypothesis is accepted.

### **5.1.3 Research Question 3: Is there a relationship between exposure toward action movies and the risky motorcyclists' behaviour?**

A final research question to be discussed is the relationship between exposure to action movies and risky motorcyclists' behaviour. Now there are a lot of young producers making films with a broader vision. There are many action movies and good graphics capabilities used to create such movies. According to Ghazali et al., (2020), violence scenes in the media will influence people's thoughts and actions. Researchers found positive associations between violence in Tamil cinema and attitudes, beliefs and acts of violence (Ghazali et al., 2020). In addition, Vingilis et al., (2017), also emphasizes that dangerous driving on television also affects viewer perceptions and attitudes. According to Kubrak (2020), differences in pre-movie settings are likely to be the root of differences in the effectiveness of movie actions.

The hypothesis used is that exposure to action movies is positively related to risky motorcyclists' behaviour. Based on the result, the researcher found that there is a strong correlation between exposure to action movies and risky motorcyclists' behaviour, with an r-value of 0.579. This correlation result is borderline, but it can be considered a strong

correlation based on Table 3.7. To identify the significant relationship between exposure to action movies and risky motorcyclists' behaviour, the p-value should not be more than 0.05 ( $p < 0.05$ ). Referring to the results above, we can find that the p-value for this variable is 0.378 ( $p = 0.378$ ). The result for the p-value shows that the result is not significant with risky motorcyclists' behaviour.

The similar finding also been reported in a paper by Wagholikar (2023), the researcher highlights that movie can have both positive and negative effects on the particularly vulnerable minds of today's youth. According to Kubrak (2020), behavioural changes after watching the movie did not last long. Researchers also said that one viewing does not have a lasting effect on viewers' attitudes. The results show that movies are not significantly associated with risky motorcyclists' behaviour. This is due to the different impacts taken by different individuals. Therefore, hypothesis three is rejected.

## **5.2 Limitation of Study**

The small sample size of 166 respondents in this survey may be perceived as insufficient to reflect risky motorcyclists' behaviour. Majority of the respondent from this study are those within the age group of 30's and below 50 years old. Therefore, the results of these data cannot represent the entire age group. Data collection challenges are a permanent and inevitable part of the course of research, requiring long observation, monitoring and maintenance times, which can impact physical, timing and measurement aspects. The lower response rate is due to time constraints, as the data were collected over a period of 3 weeks. Researchers assume that most respondents over the age of 50 have trouble completing online surveys. Therefore, due to this limitation, it is recommended

to increase and expand the sample size in subsequent research to get more accurate data that represents motorcyclists.

This study's use of a self-reported questionnaire survey as its second shortcoming. Despite the fact that we are well-aware of how successful and affordable this strategy is, there will undoubtedly be flaws. The survey can be affected by subjective mistakes by riders, as not all riders know enough about themselves or are unwilling to admit the real situation. Respondents may tend to provide the socially acceptable answer rather than an actual response from themselves. Respondents may not answer the question honestly due to shame and fear. Thus, this factor can create a bias towards the questionnaire, affecting the final results.

### **5.3 Suggestion for further research**

The following ideas and recommendations are offered to enhance this investigation and subsequent investigations into the actions of unsafe motorcycle riders: To guarantee the correctness of the outcomes, a greater number of samples is needed. The result becomes more precise the more data that is collected. As the results indicate that exposure to action movies has a negative relationship with risky motorcyclists' behaviour, which was not expected, this study could be further improved through the collection of an increased number of samples, which can be more focused on a certain age range, which is 16 years old to 35 years old. With this specification, the data collected may yield more consistent findings.

Most of the research found that there is less female respondent participate in motorcyclists' survey. The researchers conclude that every factor contribute to a risky

behaviour are among male riders or drivers. In future study, researcher may focus with female riders or driver regarding risky behaviour. With this specification, may be researcher will get a wider image on the factor affecting riding behaviour.

Critical driver or riding-related road safety problems and high mortality rates exist in many countries. Research is needed to provide a comprehensive overview of driver or riding-related road safety issues on a country basis. Different countries will have different problems. The researcher may do a comparison on the critical driver or riding-related road safety problems which contribute to the high number of fatalities and injuries among road users.

#### **5.4 Conclusion**

The intention of this study was to comprehend the rider's attitude toward unsafe motorcyclists' behaviour, peer pressure, and exposure to action movies. Analysis revealed that only attitudes of the rider and peer pressure were significantly associated with risky behaviour in motorcyclists, whereas exposure towards action motives is not significant. However, there is a strong correlation between these three variables and risky motorcycle behaviour. The researchers hope that the study will provide useful information for people's interests and help future researchers conduct more rigorous and long-term research.

In the other hand, the Occupational Safety and Health Act (OSHA) 1994, Act 514, Section 15 states that it shall be the duty of every employer and every self-employed person to ensure, so far as is practicable, the safety, health and welfare at work of all his employees. Employer shall establish yearly master plan program related to workplace in

the organization. Employer shall invite and collaborate with other relevant agencies to implement some of road safety program. Employer can do a campaign “Reach work safely, arrive home safely”. This campaign may encourage all the employee to always think about their safety whenever they go. As most risky motorcyclists’ behaviour is due to the attitudes of the rider and peer pressure, employer must be proactive in educating worker on this.

Last year, the General Insurance Association of Malaysia (PIAM) and Malaysian Takaful Association (MTA) launched a nationwide "Us" road safety campaign aimed to transport initiative aimed at changing the mindset of motorcyclists and educating road users on safe driving and behaviour (“Safety campaign by Piam, MTA”, 2022). This campaign should be an ongoing activity to enlighten society. As we know, people need frequent reminders, and then only they will remember and comply with it. Furthermore, the results of this study will help optimize the work of authorities by systematically identifying the causes of risky motorcyclists’ behaviour and developing relevant ideas to address this issue. Solving this problem is not the sole responsibility of government agencies. Society as a whole must do its part to ensure that roads are always safe for all users.

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## APPENDIX



### SURVEY FORM

Title: **ATTITUDES, PEER PRESSURE AND EXPOSURE TOWARD ACTION MOVIES CONTRIBUTE TO THE RISKY MOTORCYCLISTS' BEHAVIOUR**

*BORANG SOAL SELIDIK*

*Tajuk:*

Assalamualaikum w.b.t and a very good day.

To whom it may concern,

I am Nur Ain Amalia Binti Othman, a final year student of Master of Science (Occupational Safety and Health Management) from Universiti Utara Malaysia. Currently I am doing research for the course BPMZ69912 as the requirement for graduation.

By referring the above title, I am searching for an individual who are using motorcycle as medium of transportation in order to get the relevant data. Hence, I respectfully to seek your cooperation to answer this survey form. All the information will be furnished for academic purposes only.

Thank you.

Scale

*Skala*

5	Strongly agree <i>Sangat setuju</i>
4	Agree <i>Setuju</i>
3	Not sure <i>Tidak pasti</i>
2	Disagree <i>Tidak setuju</i>



1	Strongly disagree <i>Sangat tidak setuju</i>
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A. Demography  
*Demografi*

Gender  
*Jantina*

Male <i>Lelaki</i>	
Female <i>Wanita</i>	

B. Age  
*Umur*

15 and below <i>15 dan ke bawah</i>	
16 – 20	
21 - 30	
41 - 50	
51 and above <i>51 dan ke atas</i>	

C. Ethnicity  
*Etnik*

Malay <i>Melayu</i>	
Chinese <i>Cina</i>	
Indian <i>India</i>	
Others <i>Lain-lain</i>	

D. Marital status  
*Status perkahwinan*

Single <i>Bujang</i>	
Married <i>Berkahwin</i>	
Others <i>Lain-lain</i>	

E. Location  
*Lokasi*

Klang Valley	
Outside Klang Valley	

F. Riding experience

*Pengalaman menunggang*

0 - 2	
3 - 5	
6 years and above	

G. Engine capacity

*Kapasiti enjin*

100cc and below	
101cc – 250cc	
251cc and above	

H. Number of Summonses Received within Past 12 Months

*Bilangan saman yang diterima dalam tempoh 12 bulan yang lalu*

0	
1 - 3	
4 - 6	
7 and above	

No.	Section B: Risky Motorcyclists' Behaviour	1	2	3	4	5
1	I would always pick up a call while riding, no matter in what situation. <i>Saya akan selalu mengangkat panggilan telefon semasa menunggang motorsikal walaupun dalam apa jua situasi.</i>					
2	I would always read all the messages while riding, in any situation. <i>Saya akan selalu membaca mesej semasa menunggang motorsikal dalam apa jua keadaan.</i>					
3	I love to cross a junction before the traffic light turns green. <i>Saya suka menyeberang simpang sebelum lampu isyarat bertukar hijau.</i>					
4	I enjoy riding in the opposite direction to avoid traffic. <i>Saya berasa seronok apabila menunggang motorsikal mengikut arah yang bertentangan untuk mengelakkan kesesakan lalu lintas.</i>					
5	I rarely fastening my helmet's straps while riding my motorcycle. <i>Saya jarang mengikat tali topi keledar saya semasa menunggang motorsikal.</i>					
6	I feel safe riding without a helmet for a short distance. <i>Saya berasa selamat apabila menunggang motorsikal tanpa memakai topi keledar untuk jarak yang dekat.</i>					
7	I like to ride on the sidewalk to avoid traffic. <i>Saya suka menunggang di kaki lima pejalan kaki untuk mengelakkan kesesakan lalu lintas.</i>					
8	I always do wheelie in a straight road. <i>Saya selalu melakukan "wheelie" di jalan lurus.</i>					
9	I never bother about the white line before stopping my motorcycle at the traffic light.					

	<i>Saya tidak pernah peduli tentang garisan putih sebelum memberhentikan motosikal saya di lampu isyarat.</i>					
10	<i>I always speed up when the traffic light going to turn red. Saya sentiasa memecut sebelum lampu isyarat bertukar merah.</i>					
No.	Section C: Factor that Contribute to The Risky Motorcyclist Behaviour	1	2	3	4	5
1	<i>I feel freedom while breaking the traffic rules. Saya berasa bebas semasa melanggar peraturan jalan raya.</i>					
2	<i>I like breaking the traffic rules when I mingle with my friends. Saya suka melanggar peraturan jalan raya apabila bersama dengan rakan-rakan saya.</i>					
3	<i>I always want to show my skills to my friends for socialization. Saya sentiasa mahu menunjukkan kemahiran saya kepada rakan-rakan saya untuk bersosial.</i>					
4	<i>I enjoy breaking the traffic rules in any situation Saya berasa seronok melanggar peraturan jalan raya dalam apa jua keadaan.</i>					
5	<i>I feel addicted when I break the traffic rules. Saya berasa ketagih apabila saya melanggar peraturan jalan raya.</i>					
6	<i>I will ride faster than the speed limit if my friends convince me to. Saya akan menunggang melebihi kelajuan yang ditetapkan jika kawan-kawan saya memberi galakan.</i>					
7	<i>I might violate the law due of peer pressure. Saya mungkin melanggar undang-undang kerana tekanan daripada rakan sebaya.</i>					
8	<i>I will participate in unauthorized races with other riders if my friend urges me to do so. Saya akan menyertai perlumbaan haram dengan pelumba lain jika rakan saya mendesak saya berbuat demikian.</i>					
9	<i>I don't mind breaking the rule if my friend challenge me to do it. Saya tidak kisah melanggar peraturan jika rakan saya mencabar saya untuk melakukannya.</i>					
10	<i>I enjoy riding fast with my friend. Saya seronok menunggang laju dengan rakan saya.</i>					
11	<i>I've always loved movies with race content. Saya sentiasa menyukai filem yang mempunyai kandungan perlumbaan.</i>					
12	<i>I like to watch movies with racing scenes. Saya suka menonton filem dengan adegan perlumbaan.</i>					
13	<i>I feel excited seeing a dead body cause by motorcycles accident in movies. Saya berasa teruja melihat mayat apabila berlaku kemalangan motosikal dalam filem.</i>					