



Legal Awareness of Online Motorcycle Taxi Drivers “Gojek” Related to Their Participation in the Workplace Accident Insurance and Death Insurance Program in Surabaya City

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Article	Abstract
Keywords: Legal Awareness; Gojek; BPJS Employment	<p>The BPJS Law in article 14 states, "every person, including foreigners who have worked for a minimum of 6 (six) months in Indonesia, is obliged to become a participant in the Social Security program". This also includes Gojek online motorcycle taxi drivers who are non-wage workers in a partnership relationship. The partnership relationship means that there is no obligation for application companies to register their drivers with BPJS Employment. Therefore, work partners at the Gojek company must register themselves as BPJS participants independently. According to the Minister of Manpower Regulation Number 5 of 2021 in Article 32, it is stated that non-wage earners are required to take part in 2 programs, namely work accident insurance and death insurance. This research aims to find out the legal awareness of online motorcycle taxi drivers regarding their participation in work accident insurance and death insurance in the city of Surabaya. To achieve this goal, this research will use empirical legal research and an empirical juridical approach or legal sociology. The research results show that there are four indicators that can be used to measure the level of public legal awareness, including legal knowledge, legal understanding, legal attitudes, and legal behavior patterns. Each indicator shows a certain level of legal awareness, ranging from whether it is low or high. Based on the research results, Gojek online motorcycle taxi drivers in Surabaya who became informants were divided into those with very high legal awareness and those with moderate legal awareness. The level of legal awareness of Gojek online motorcycle taxi drivers is influenced by several factors, including ignorance regarding the existence of a legal provision caused by a lack of interest in seeking information, educational factors, economic factors.</p>

INTRODUCTION

Advances in transportation technology show that the internet currently greatly influences human life. Because of the large number of smartphone users, people become dependent. With this opportunity, online motorcycle taxi entrepreneurs

launched online application-based motorcycle taxis. The term online motorcycle taxi is used as a term for two-wheeled public transportation that is easily accessible online by simply downloading an application.

Table 1 Most Frequently Used Modes of Transportation

Types of Vehicles used for Mobility	Percentage
Private vehicle	41.4 %
Gojek, Grab, and other online motorcycle taxis	28.4%
Gocar, Grabcar, Maxim, Blue Bird, and other online taxis	5.6%
Public transportation (public transportation, buses, commuter line, MRT)	2.4%
Adapt to needs	2.3%
Official vehicle	0.4%
Taxi	0.2%
Motorcycle taxi base	0.1%

Source: Polling Institute (2022 Survey)

Based on the survey results, online transportation is the most frequently used mode of transportation after private vehicles. This is because online transportation is considered more efficient, in addition to offering convenience, comfort, more guaranteed security and making it easier for people who want to do activities or mobility, online transportation, especially online motorcycle taxis, provides a very wide new job market. The development of this transportation technology is considered very fast because it is welcomed by the Indonesian people.

Table 2 Number of Users of the Most Popular Online Motorcycle Taxi Services in Indonesia in 2022

Types of Online Motorcycle Taxi Services in Indonesia	Percentage of Users of the Most Popular Online Motorcycle Taxi Services in Indonesia
Gojek	82.6%
Grab	57.3%
Maxim	19.6%
InDriver	14.9%

Source: *Institute for Development of Economics and Finance (INDEF)*

Gojek is an online motorcycle taxi application that is popular among Indonesian people because it not only provides online motorcycle taxi services but also various other services that can help make daily activities easier. To become a Gojek *driver* is not difficult because all the requirements and procedures can also be accessed on Gojek's own website, www.gojek.com.

Based on an INDEF survey of more than two thousand people, the results show that Gojek is currently the online motorcycle taxi transportation service most used by Indonesian consumers. As many as 82% of respondents said they use Gojek as their

main choice even though they have other online motorcycle taxi applications such as Grab, Maxim, or InDriver.

The Institute for Development of Economics and Finance (INDEF) stated that the existence of online application-based transportation can create wider employment opportunities (Fakhriyah 2020:34) . Increasing worker participation in national development and the use of technology in various business activities can increase the risk of worker safety, health, and welfare. Basically, every job has risks and challenges, but because online motorcycle taxis spend more time on the road, they are considered one of the most risky jobs. This causes more problems and dangers that threaten the safety of online motorcycle taxi *drivers* , such as work accidents when picking up *customers*.

According to data from the Ministry of Transportation (Kemenhub), traffic accident victims in Indonesia reached 204,447 in 2022, where the number increased from 153,732 victims in 2021 and 147,798 victims in 2020. Traffic accidents are the biggest cause of death in Indonesia, and this happens without being realized. The National Police Traffic Corps reported that 25,266 people died in traffic accidents in 2021 and 26,100 in 2022, without taking into account victims with serious and minor injuries. Motorcycles are the vehicles most often involved in accidents with a percentage of 73%.

Based on sources from the *tribunnews.com* page on Tuesday, January 24, 2017, a Gojek *driver* *had to* lose his life after being hit by a truck on Jalan Ir Soekarno at around 09.50 WIB. The victim at that time was riding a motorbike and collided with a pick-up where as a result of the collision, the motorbike and the victim fell. After that from behind, a truck appeared with an unknown driver's identity, hit the victim so that the victim died on the spot. After hitting the victim, the truck then left the scene of the incident (Eko 2017)

According to news from *tribunnews.com* on Tuesday, January 26, 2021, an ojol *driver* with the initials HE had to experience a number of losses both physically and materially due to the brutality of the muggers. The incident began when HE was going to pick up a passenger on Jalan Kertajaya on Monday, January 25, 2021. Only about 100 meters into the journey, the victim's cellphone was snatched. The victim then fought back but unfortunately the perpetrator was carrying a sharp weapon and ended up being stabbed by the perpetrator. The victim suffered a stab wound in the stomach while the perpetrator eventually fled (Firman 2021)

A similar case also occurred on Monday, October 12, 2020, where an ojol *driver* was mugged by his own passenger. According to the news from *tagar.id*, the victim with the initials DR, who was 24 years old, suffered an unfortunate fate while delivering *a customer* because during the trip the perpetrator slashed the victim's head from behind. The victim and the perpetrator who was riding pillion immediately fell and the perpetrator fled with the victim's motorbike (Ihwan 2020)

Basically, every job has risks and challenges, but because online motorcycle taxis spend more time on the road, they are considered one of the most risky jobs. This causes more and more problems and dangers that threaten the safety of online motorcycle taxi *drivers*, such as work accidents when picking up *customers*. Therefore, online motorcycle taxi *drivers* in this case in Surabaya City need to be given protection to face the risks and challenges when doing their jobs. Although risks cannot be avoided, losses arising from unexpected events can certainly be reduced (Ridho and Suryono 2021:320). So, to reduce losses arising from the risk of working on the highway, online motorcycle taxi drivers must have accident insurance protection.

The 1945 Constitution has explained in Article 28H paragraph 3 that "Everyone has the right to social security that allows for the development of himself/herself as a dignified human being". The Social Security Administering Agency or abbreviated as BPJS is a program created by the government with the aim of providing and guaranteeing a decent life for the community, especially in terms of workers (Pratomo 2022:85). Based on Law Number 24 of 2011 concerning the Social Security Administering Agency, BPJS is divided into 2 main programs, namely BPJS Health, where this program provides health insurance for the Indonesian people. Participants who have registered for BPJS Health will get access to various health services, such as inpatient care, outpatient care, medicines, and so on. Next is BPJS Employment, where this program aims to provide guarantees and protection to workers in Indonesia. BPJS Employment includes Work Accident Insurance (JKK), Death Insurance (JK), Old Age Security (JHT), Pension Insurance (JP), and Job Loss Insurance (JKP).

The BPJS Law in Article 14 states, "every person, including foreigners who work for at least 6 (six) months in Indonesia, must become a Participant in the Social Security program". Employers basically have an obligation to register their workers for social security, especially labor social security. This is a form of protection, maintenance, and improvement of worker welfare (Asyhadie 2008:274). This applies if there is an employment relationship between the employer as the employer and the worker as the recipient of the work. Article 15 of the Minister of Transportation Regulation No. 12 of 2019 concerning the Protection of the Safety of Motorcycle Users used for the Interest of the Community states:

1. "The relationship between the Application Company and the Driver is a partnership relationship.
2. "The provisions regarding partnership relations as referred to in paragraph (1) are regulated in accordance with the provisions of statutory regulations."

Based on the above regulations, the relationship between online motorcycle taxi *drivers* and application companies is a partnership relationship. There is no working relationship in the relationship between *drivers* and the Gojek application company, because the relationship that occurs is a profit-sharing cooperation relationship (Sonhaji 2018:376). According to Article 5 paragraph 1 of PP No. 49 of 2023

concerning the Second Amendment to Government Regulation Number 44 of 2015 concerning the Implementation of the Work Accident Insurance and Death Insurance Program, it states that JKK and JKM program participants consist of:

- a. Wage-receiving participants who work for state administrators in accordance with the provisions of laws and regulations;
- b. Wage-earning participants who work for employers other than state administrators; and
- c. Participants are not wage recipients.”

Furthermore, in paragraph 3, Participants who are not wage recipients as referred to in paragraph 1 letter c include:

- a. “Employers other than state administrators;
- b. Workers outside of employment relationships or self-employed workers; and
- c. Workers not included in letter b who are not Wage recipients.”

Gojek online motorcycle taxi drivers are partners and are not included in an employment relationship but rather a partnership relationship, and are classified as Non-Wage Recipients or BPU workers. This is also stated in Article 31 paragraph 3 of the Minister of Manpower Regulation No. 5 of 2021. In the same Minister of Manpower Regulation, Article 32 states that Non-Wage Recipients are required to participate in 2 programs, namely Work Accident Insurance and Death Insurance and can participate in the Old Age Security program voluntarily.

The partnership relationship means that there is no obligation for the Gojek company to register its *drivers* with BPJS Ketenagakerjaan. Therefore, partners in the Gojek company must register themselves as BPJS participants independently. The Regional Manager of Gojek East Java said that the number of Gojek *drivers* in Surabaya was around 19,000 people as of 2019, while those who had registered for the BPJS Ketenagakerjaan program were still around 11,671 people (Editorial Team 2019). This becomes a serious matter if a Gojek *driver* has an accident or other unwanted things while working, but it turns out that he has not registered himself for employment social security.

Based on the description presented, the author's purpose in writing this research is to analyze how the legal awareness of online motorcycle taxi drivers Gojek related to their participation in work accident insurance and death insurance in the city of Surabaya and analyze the inhibiting factors of online motorcycle taxi drivers Gojek who have not registered themselves in the work accident insurance and death insurance program in the city of Surabaya with the title: Legal Awareness of Online Motorcycle Taxi Drivers "Gojek" Related to Their Participation in the Work Accident Insurance and Death Insurance Program in the City of Surabaya.

METHOD

This research uses empirical legal research, which is a type of research that is conducted based on facts that occur in society and looks at how law functions in society with an empirical legal approach or legal sociology.

This study combines two types of data, namely primary data, namely data obtained from data collection in the field conducted by researchers through in-depth interviews and observations with related parties, namely Gojek online motorcycle taxi drivers operating in Surabaya. Furthermore, secondary data obtained from the literature is referred to as data. Secondary data is grouped into 3 types of legal materials, namely primary legal materials which are binding legal materials or legislation that are closely related to the problems being studied. Then secondary legal materials that will later be used to provide explanations for primary legal materials, such as books related to the problems studied in writing this research, previous or previous research results and scientific papers, legal journals and related literature. Furthermore, tertiary legal materials are materials that provide instructions or explanations for primary legal materials and secondary legal materials, websites and so on that still have relevance to the research conducted by the author

This research was conducted in Surabaya with the research subjects who became informants in this research being several Gojek online motorcycle taxi drivers in Surabaya City.

The data collection techniques used were interviews and observations with data analysis techniques using descriptive analysis methods with a qualitative approach. This study does not aim to generalize the population. The results of qualitative research are to obtain in-depth information from the selected research problem.

RESULTS AND DISCUSSION

1. Legal Awareness of Gojek Online Motorcycle Taxi Drivers Regarding Their Participation in the Work Accident Insurance and Death Insurance Program in the City of Surabaya

The 1945 Constitution has explained in Article 28H paragraph 3 that "Everyone has the right to social security that allows for the development of himself/herself as a dignified human being". This article clearly states that every living person has the right to social security and there are no exceptions. Furthermore, Government Regulation Number 44 of 2015 concerning the Implementation of the Work Accident Insurance and Death Insurance Program, Article 4 states that:

- a. "Every Employer other than state administrators is required to register themselves and their Employees as Participants in the Work Accident Insurance and Death Insurance programs with BPJS Employment in accordance with the provisions of laws and regulations.

b. Every person who works is required to register themselves as a Participant in the Work Accident Insurance and Death Insurance program with BPJS Employment in accordance with the provisions of laws and regulations.”

Everyone who works in the article above includes wage earners and non-wage earners. This study will discuss Gojek online motorcycle taxi drivers where this job is included in non-wage earners. Non-wage earners or informal sector workers are very vulnerable to illness or work accidents because not a few of them often work irregularly or often ignore work safety without adopting preventive measures. In addition, non-wage earners who have low to middle incomes who are unable to think further about their daily lives are also vulnerable to work accidents and illnesses caused by their work (Pambudi 2019:208) .

Minister of Manpower Regulation No. 5 of 2021 Article 32 states that Non-Wage Recipient Workers in this case are required to participate in 2 programs, namely Work Accident Insurance and Death Insurance and can also participate in the Old Age Insurance program voluntarily. Work Accident Insurance is one of the programs of BPJS Ketenagakerjaan. It is stated in Article 1 number 1 of Minister of Manpower Regulation No. 5 of 2021 that "Work Accident Insurance, hereinafter abbreviated as JKK, is a benefit in the form of cash and/or health services provided when participants experience a Work Accident or illness caused by the work environment." Meanwhile, death insurance according to Article 1 number 2 of Minister of Manpower Regulation No. 5 of 2021 states that "Death Insurance, hereinafter referred to as JKM, is a cash benefit given to heirs when a Participant dies due to something other than a Work Accident."

Gojek online motorcycle taxi drivers are partners and are not included in the employment relationship but rather a partnership relationship, and are classified as Non-Wage Recipients or BPU . This causes the application company to have no obligation to register its *drivers* in the employment social security program. Therefore, it requires each driver to have legal awareness to register themselves as participants in the employment social security program independently.

Legal awareness is the awareness that exists in every person about what the law is, what the real law is, and further explains that it is what distinguishes it from what is not the law, what should be done and what should not be done. Legal awareness is formed in action and therefore is a practical issue to be studied empirically. In other words, legal awareness is more about the issue of "law as behavior" rather than "law as a rule of norms or principles" . Legal awareness is basically inseparable from obedience to the law because good legal awareness is obedience to the law, and good legal unawareness is disobedience (Marsinah 2014:91) .

Every layperson has legal awareness, but the problem is the level of legal awareness: high, medium, or low. According to Soerjono Soekanto, there are four indicators used to measure the level of legal awareness of the community, including

legal knowledge, legal understanding, legal attitudes, and legal behavior patterns. Each indicator shows a certain level of legal awareness, ranging from whether it is low or high. These four indicators are relatively actual indicators related to the existence of a certain level of legal awareness.

The first indicator of legal awareness is legal knowledge. Legal knowledge is an individual's knowledge of a particular matter that is regulated by law, both written and unwritten. Which includes a person's knowledge of the requirements and conditions required to follow the law and actions that are not allowed or permitted by law. Society will ultimately be assumed to know the contents of the regulation when it is enacted, but in fact not all people know the applicable law.

The results of the study related to the legal knowledge of Gojek online motorcycle taxi drivers regarding their participation in the JKK and JKM programs showed that 2 informants already knew about the obligation for Gojek online motorcycle taxi drivers to become BPJS Ketenagakerjaan participants, registration procedures, how to pay contributions and registration requirements. Both informants already knew that there was an obligation for Gojek online motorcycle taxi drivers who were non-wage workers to register themselves as participants in the Work Accident Insurance and Death Insurance programs independently. While the other 4 informants did not.

The second indicator of legal awareness is legal understanding. Legal understanding itself can be interpreted as the level of individual knowledge regarding the provisions of a particular law. In other words, legal understanding is the ability to understand the purpose and substance of regulations included in a particular law, as well as how it benefits the parties whose lives are regulated by these regulations. To understand the law, it is not necessary to know in advance that there are written rules that regulate something. However, what is seen is how the public perceives various things related to the rules that apply in its scope. This understanding will usually be reflected in their attitude towards daily activities. For example, do people really understand the nature and meaning of traffic and transportation laws (Law No. 22 of 2009). Their attitude towards daily behavior usually shows their legal understanding.

The results of the study related to the legal understanding of Gojek online motorcycle taxi drivers regarding their participation in the work accident insurance and death insurance program showed that only 2 informants had understood the registration procedures, payment methods and registration requirements. Meanwhile, for the other 4 informants, based on the explanation given during the interview with the researcher, they still did not understand.

The third indicator of legal awareness is legal attitude. Legal attitude is defined as a legal tendency because it emphasizes the attitude of accepting the law as something that is beneficial and useful if obeyed. Legal attitude involves people who choose laws that are in accordance with their values, and ultimately public acceptance of the law is respect for the law itself. In this context, legal attitude *as* a tendency to accept legal

norms or regulations because they are worthy of respect as valid laws and these legal norms or regulations are beneficial to society or the tendency to accept them because they are beneficial is considered otherwise (Safira 2019:14) .

The results of the study related to the legal attitude of Gojek online motorcycle taxi drivers regarding their participation in the JKK and JKM programs show that all informants agree regarding the obligation for Gojek online motorcycle taxi drivers who are non-wage workers to register themselves as BPJS Ketenagakerjaan participants, registration procedures, payment methods and requirements for registering for participation in the work accident insurance and death insurance program. It can be concluded that they agree with the purpose of establishing Government Regulation Number 44 of 2015 concerning the Implementation of the Work Accident Insurance and Death Insurance Program and Regulation of the Minister of Manpower Number 5 of 2021 concerning Procedures for Implementing the Work Accident Insurance and Death Insurance and Old Age Insurance Programs. This shows that all informants accept the law as something useful.

The last indicator of legal awareness is the pattern of legal behavior. The pattern of legal behavior will indicate whether a person acts in accordance with applicable laws or not (Soekanto 1985a) . Legal behavior is one important factor in legal awareness, therefore, the degree of legal awareness of a society can be measured through its pattern of legal behavior. If society only knows about the existence of a law, legal awareness can be considered low. In this case, citizens need to understand and deeply understand the applicable law in order to understand the purpose of the regulation made for themselves, society in general, and the state as a place for individual and social life.

According to the results of the study related to the legal behavior of Gojek online motorcycle taxi drivers related to their participation in the JKK and JKM programs obtained from the researcher's observations, it shows that 2 informants have shown legally aware behavior while 4 other informants have not shown legally aware behavior. This is proven by the fact that 2 informants have registered as participants in the JKK and JKM programs and can show their BPJS Ketenagakerjaan membership cards. However, this is different from the 4 informants who could not show their BPJS Ketenagakerjaan membership cards because they were not registered as participants.

2. Inhibiting Factors for Gojek Online Motorcycle Taxi Drivers from Registering for the Work Accident Insurance and Death Insurance Program

The existence of conditions in which society is willing to respect and obey existing laws voluntarily, without being forced by anyone, is the definition of legal awareness. Community legal awareness is essentially the basis for action in everyday life which is used as a reference for behavior by members of society (Toha 2011:19) .

The legal awareness of society is essentially the basis of action in everyday life which is used as a reference for behavior by members of society. Krabbe defines legal awareness as human awareness of applicable or expected laws. Based on the above view, legal awareness is the awareness that exists within a person regarding existing laws, namely awareness that is manifested in the form of obeying or disobeying the law. Through the psychological process, a person distinguishes which actions should be taken and which actions should not be taken. Achieving legally conscious behavior does not only depend on understanding and knowledge, but also on attitude and personality.

According to Soerjono Soekanto, the indicators of legal awareness itself provide quite concrete clues regarding the level of legal awareness. With these signs, someone who focuses on legal awareness will be able to distinguish what constitutes legal awareness, even if only in certain situations. The indicator of legal knowledge refers to a person's knowledge of a particular matter regulated by law. The indicator of legal understanding refers to the level of understanding of a number of pieces of information that a person has regarding the contents of applicable legal rules. Legal attitude shows a person's willingness in their tendency to accept or reject the law. While the indicator of legal behavior shows whether or not a legal rule applies in society.

The legal awareness possessed by a person certainly has factors that influence it. According to Soerjono Soekanto, several factors that influence legal awareness are as follows: (Sugiarti and Andyanto 2021:87)

a. Understanding legal provisions

Regulations that have been passed will sometimes be known to the public in general. However, due to lack of socialization, people sometimes do not know about it. The government must teach the general public who do not know about Indonesian law. There is no reason not to know the law if something illegal happens.

b. Recognition of legal provisions

Even though the law exists, many people do not obey it. This is because they are afraid of law enforcers, not of the applicable law. In fact, the law is made for the benefit of society and to protect their rights and obligations.

c. Respect for legal provisions

Respect for the law determines how well a society accepts the rules that are prohibited by law. People sometimes obey legal policies, but their environment can affect how a person acts if they know there is a law but still break it. A good environment can make a person act according to the rules so that they do not break the law even if they break it (Soekanto 1985b)

d. Attention to legal regulations

All community interests must be based on the principles applicable in law, therefore, the community must be able to distinguish between what is prohibited and what is not.

Based on the factors that influence legal awareness according to Soerjono Soekanto that have been explained above, one of them is ignorance regarding the existence of a legal provision. According to the results of interviews with informants, it was found that the number of Gojek online motorcycle taxi drivers is limited in each city. This makes many *drivers* offer to sell their accounts to other people because of the limited quota. People who buy this account are likely not aware of the existence of a legal provision where all *online motorcycle taxi drivers* are required to register themselves for an independent work accident insurance and death insurance program. This certainly affects the aspect of ignorance regarding the legal provision. However, all informants in this study were those who had officially registered as Gojek *online motorcycle taxi drivers through the application*.

The existence of ignorance of certain provisions or legal regulations is caused by a lack of socialization and interest in finding out information. Education is also a factor that can influence this. Education itself is the process of changing the attitudes and actions of a person or group of people to mature humans through training and teaching. Further education is a conscious effort made by an adult towards an immature person to become an adult (Indy 2019:8) .

Education certainly affects people's mindsets . People who receive higher education will tend to behave in accordance with the law. The opposite applies, where people who receive lower education will tend to behave less in accordance with legal provisions so that their legal awareness will also be low. When looking at the data results from the informant profile, it is clearly stated that the 4 informants who have low legal awareness are those who have the final level of education, namely junior high school and vocational high school.

The next factor that influences the legal awareness of Gojek online motorcycle taxi drivers in Surabaya regarding their participation in the work accident insurance and death insurance program is the economic factor. Economic progress and technological progress have made it difficult for many people to get jobs, which has caused some people to do things that violate the law such as stealing and other crimes that are prohibited in Indonesia . In the problem studied, namely regarding the legal awareness of Gojek *online motorcycle taxi drivers* in their participation in the work accident insurance and death insurance program, the economic factor in question is related to the income of each *driver*. Based on the results of the study, basically all informants are not included in poor families, but the unstable income of Gojek online motorcycle taxi drivers is one of the things that influences their legal awareness regarding their participation in the Work Accident Insurance and Death Insurance program.

Uncertain income factors greatly influence; based on the percentage of uncertain passengers, the percentage of passengers varies each day. Based on the results of interviews conducted by researchers, almost all informants said that the income they receive from working as Gojek drivers is uncertain. Unlike workers in general, BPU does not receive regular wages from employers, therefore BPU BPJS contributions are not calculated from individual wages. This BPJS contribution is calculated from a certain nominal and is determined based on the amount of individual income. Maybe for some people, the nominal contribution set is not large. However, for Gojek drivers whose daily income is not fixed, this amount may affect their survival. In fact, based on information obtained from interviews with Gojek drivers, it is not uncommon for them to not even get passengers all day. This is enough to be a reason for them not to register themselves as participants in the BPJS Ketenagakerjaan program for the work accident insurance and death insurance programs.

CONCLUSION

Based on the results of the study on the Legal Awareness of Online Motorcycle Taxi Drivers "Gojek" Regarding Their Participation in the Work Accident Insurance and Death Insurance Program in the City of Surabaya, it can be concluded that:

1. The legal awareness of Gojek online motorcycle taxi drivers regarding their participation in the work accident insurance and death insurance program in Surabaya City is not good enough. Judging from the findings found by researchers through interviews and observations, out of 6 Gojek online motorcycle taxi drivers as informants, only 2 people have very high legal awareness. This is evidenced by the fulfillment of all indicators of legal awareness, namely legal knowledge, legal understanding, legal attitudes and legal behavior patterns. It is also evidenced by 2 informants who already have membership cards as proof that they have become BPJS Ketenagakerjaan participants for the work accident insurance and death insurance program. While the other 4 people have moderate legal awareness. These four informants only fulfill the legal attitude aspect but have not fulfilled the other three aspects, namely legal knowledge, legal understanding and legal behavior patterns.
2. Legal awareness has several factors that influence it. The inhibiting factors for online motorcycle taxi drivers not to register themselves for the work accident insurance and death insurance program are the factors of ignorance of the existence of certain legal provisions. The ignorance of knowing certain legal provisions or regulations is due to the lack of socialization and interest in finding out information. The second factor is the education factor, because education affects people's mindsets, their knowledge of the contents of the law, and their behavior towards the law. While the third factor is the economic factor. The economic factor is also an important inhibiting factor in the implementation of

social security because it is related to income and contributions that must be made every month if you become a participant in the work accident insurance and death insurance program.

Suggestion

Based on the conclusions that have been presented, the following suggestions are provided in this research, including the following:

1. For BPJS Ketenagakerjaan, as an authorized institution or agency, it should be able to conduct more frequent socialization regarding the importance of becoming a participant in the BPJS Ketenagakerjaan program for workers in Indonesia, especially non-wage workers. Non-wage workers who have low to middle incomes who are unable to think further about their daily lives are also vulnerable to work accidents and illnesses caused by their work. So the role of the government in this case through BPJS Ketenagakerjaan is to provide an understanding to non-wage workers, especially Gojek online motorcycle taxi drivers, that social security for employment is important. This also applies to the Gojek application company so that it can make more efforts to conduct socialization of self-awareness of the importance of social security for its drivers. Socialization in the form of counseling is considered to be able to overcome legal ignorance regarding participation in the work accident insurance and death insurance programs.
2. For Gojek online motorcycle taxi drivers, they should be more active in seeking information related to applicable legal regulations. Gojek online motorcycle taxi drivers are expected to increase awareness of the importance of social security and personal safety and understand the potential risks that may occur in the future. For Gojek online motorcycle taxi drivers who are not yet BPJS Ketenagakerjaan participants for non-wage recipients (BPU), it is advisable to register immediately. This is because BPJS Ketenagakerjaan membership is mandatory. They must also follow and pay attention to various coaching and socialization offered by Gojek. If you feel you do not know information such as what BPJS Ketenagakerjaan is, what is work accident insurance and death insurance, how to register and what are the requirements to become a participant, you can visit the Gojek branch office or you can also go to the BPJS Ketenagakerjaan office. Because basically the regulations or legal provisions are also made to benefit the community, therefore it is worthy of respect.

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