

## **Declining Social Solidarity Between Microbus Drivers Among the Community of Tataaran II Village, South Tondano District, Minahasa Regency**

*Romi Mesra<sup>1\*</sup>, Elisabet Sianturi<sup>2</sup>, Paulus Robert Tuerah<sup>3</sup>*

<sup>1</sup>*Sociology Education, Universitas Negeri Manado, Indonesia*

<sup>2</sup>*Social Science Education, Universitas Negeri Manado, Indonesia*

Email: [1romimesra@unima.ac.id](mailto:romimesra@unima.ac.id), [222606028@unima.ac.id](mailto:222606028@unima.ac.id), [3paulustuerah@unima.ac.id](mailto:3paulustuerah@unima.ac.id)



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**Abstract.** *Social solidarity is crucial for the cohesiveness of any community. In the context of microbus drivers in Tataaran II Village, South Tondano District, the need for solidarity among drivers is paramount for their collective well-being. However, factors such as competition for passengers, decreasing cooperation, and a focus on personal interests over public good have been observed, leading to a decline in social solidarity. This study aims to explore the challenges to social solidarity among microbus drivers in Tataaran II Village, investigating the impact of passenger actions, reduced cooperation, and a focus on personal interests on the sense of togetherness among drivers. Qualitative research methods, including observation and in-depth interviews, were employed to gain insights into the experiences and perspectives of microbus drivers. Emile Durkheim's theory of mechanical social solidarity provided a theoretical framework for understanding the dynamics of social cohesion among the drivers. The primary livelihood in Tataaran II Village is microbus driving, with drivers' incomes influenced by various factors. However, challenges to social solidarity include passengers' actions triggering disputes, decreased understanding and cooperation among drivers, and a growing attitude of prioritizing personal interests over the public good. The findings are discussed in the context of Emile Durkheim's social solidarity theory, distinguishing between mechanical and organic solidarity. The observed decline in solidarity is attributed to economic pressures and increased competition among drivers for passengers. The study concludes that fostering social solidarity among microbus drivers requires heightened awareness of the impact of individual actions on group dynamics. Initiatives to promote cooperation, shared understanding, and a collective focus on public interests over personal gains are recommended. Future research could explore this issue from multiple perspectives, including drivers, passengers, and the community. Solutions to enhance solidarity among microbus drivers should be sought collaboratively, involving drivers and relevant stakeholders. The study underscores the importance of maintaining a sense of social solidarity for the well-being of the microbus drivers and the community at large.*

**Keywords:** *Social Solidarity, Microbus Drivers, Society.*

### **INTRODUCTION**

A sense of solidarity is a collective awareness that arises when individuals as part of a group have feelings or sentiments based on similarities so that a sense of social solidarity can be created and they can achieve common goals within the group (Gugule et al., 2023). The sense of solidarity that must be possessed by each member who is aware that they are part of the group can ensure the group's existence is maintained (B & Mesra, 2023).

As social creatures, humans are basically unable to live alone in this world, both in a physical context and in a social context (Mesra, 2021). Especially in a social context, humans need other humans to collaborate with each other to fulfill their needs as a whole. Social solidarity according to Paul Johnson (Johnson, 1986) that solidarity refers to a situation between individuals and/or groups that is based on moral feelings and shared beliefs, which are strengthened by shared emotional experiences (Daniel et al., 2023).

However, it cannot be denied that humans live not only in one place, but rather they live in separate or distant communities (Mesra et al., 2022). Therefore, we need a facility that can facilitate the establishment of connections or relationships for those who live not in the same adjacent community, the facility in question is transportation (Afif et al., 2023).

Transportation is a means that can facilitate interaction between humans who live in different places, even public transportation is now increasingly modern (Katili & Tueno, 2020). Thanks to transportation, even long distances will feel closer so that the process of human interaction becomes easier so that fulfilling their needs or matters relating to each other's interests becomes smoother. support daily activities by paying rates (Karim et al., 2023). As technology develops, even small communities are no longer left behind by the increasing development of transportation service provision (Saputra, 2018).

Transportation is the movement of people or products from one location to another. Meanwhile, public transportation is a mode of passenger transportation that uses a rental or payment structure. The objective of public transportation is to assist individuals in carrying out their everyday movement by shipping or delivering commodities from their point of origin to their point of destination (Salem et al., 2023). Public transportation is separated into three categories to assist people in carrying out their activities: air, land, and marine public transportation. Buses, minibuses, carriages, pedicabs, railroads, and other modes of land public transit are available. A minibus is a form of ground transportation. Minibuses are a type of land transportation that runs within and between cities and is commonly used by the general population (Putranto, 2017).

A minibus is often operated by two individuals, the first being the driver and the second being the kernet. A driver's role is to help the driver in searching for passengers. Aside from assisting the driver in looking for passengers, the kernet's next task is to assist the driver with vehicle maintenance (such as replacing car tires, replenishing gasoline, cleaning the vehicle, and so on (Muhammad Afiq Mudzakkir, 2017).

Working hours are the accumulation of long-term work activities. At certain hours the driver usually rests inside and there are also places outside the micro close by, at a fuel filling station, on the side of the road while waiting for passengers or in a cool place such as in a field (Mesra. dkk, 2021). Or there are even certain times when there are lots of passengers, such as morning before noon, afternoon after people carry out their activities. Apart from that, the driver's high motivation at work gives them enthusiasm to earn more income to meet their daily needs and the need for experience (Mesra & Dolonseda, 2023).

Driving experience is a condition experienced by a person at work so that the more experience one has, the person's skills and speed in completing work will increase, thereby increasing the income earned. Minibus drivers who have worked as minibus drivers for a long time will teach each other or train minibus drivers who are still new to work (on the field) so that new drivers understand driving techniques and how to travel and the characteristics of passengers. Viewed from a skills perspective, if the driver or driver cannot measure the pick-up and drop-off time based on the passenger's habits, it will be detrimental to the individual (minibus driver). In terms of nutritional conditions, if a driver or what is usually called a transport driver cannot regulate and maintain a diet, it will be detrimental to the driver himself (Kumajas et al., 2023).

Looking at the Minahasa Regency area, South Tondano District, specifically in Tataaran II Subdistrict or Village, Ward I. If you look at it from a professional perspective, it is a transport driver or also called a microbus driver. The large number of workers who work as microbus drivers in Tataaran II Subdistrict or Village, Ward I indicates that many people depend on these workers for their daily income. The size of a microbus driver's income is influenced by many factors, such as: age, working hours, ownership, fare, experience, number of passengers, level of competition, distance traveled, number of private vehicles, and so on.

The microbus located in Tataaran II Subdistrict, Ward I, is characterized by a light blue color. This micro will send goods and services and people from one place to another according to a predetermined route. However, some microbus drivers only pass along certain routes. In terms of time efficiency, public transportation still has to wait (wait for passengers to fill their seats), microbus drivers will wait together for passengers in the same place and they will work together to call or looking for passengers. They will look for passengers to fill one microbus and then look for passengers for the other microbus. If the passengers have filled their microbus, then they will depart together or take the passengers to their destination. Until now, this sense of mutual cooperation still exists in the Tataaran II sub-district area. They understand each other's conditions, and help each other, the sense of social solidarity that they uphold makes it easier for them to meet their income to date.

However, some microbus drivers feel jealousy, and this jealousy even triggers disputes between fellow microbus drivers. Therefore, some microbus drivers think more about themselves or in other words are more distant from the term social solidarity.

## **RESEARCH METHOD**

The research method used is qualitative research (Afrizal, 2008). Qualitative research seeks to broaden and/or deepen our understanding of how things become the way they are in our social world.

If the research question involves exploring how people experience something, or what their views are, exploring a new area where the problem has not yet been properly understood or identified (e.g. before developing questionnaire items), assessing whether a new service can be implemented, looking at a 'real life' context, or sensitive topics where we need flexibility to avoid causing distress, the team may need to discuss using a qualitative methodology (Lexy j Moleong, 2007). Then the data collection techniques used were observation and in-depth interviews. There are several theories used in this research, including Emile Durkheim's theory of mechanical social solidarity (Ritzer, 2014).

Miles dan Huberman (Huberman, 1992) stated that activities in qualitative data analysis are carried out interactively and continue continuously until completion, so that the data is saturated in the form of reducing data, displaying data, and drawing conclusions.

According to Emile Durkheim, the concept of mechanical social solidarity theory uses the terms mechanical and organic solidarity to analyze society as a whole, not organizations in society. Mechanical solidarity is based on a "collective consciousness" which refers to "the totality of shared beliefs and sentiments that generally exist among members of the same society.

What forms the basis of solidarity varies between societies. In simple societies it may be primarily based around the values of kinship and sharing. In more complex societies there are various theories about what contributes to a sense of social solidarity.

## **RESULTS AND DISCUSSION**

### **Result**

The results of the research can be stated that the main livelihood of the people of Tataaran II Village is as microbus drivers. The size of a microbus driver's income is influenced by many factors,

such as: age, working hours, ownership, fare, experience, number of passengers, level of competition, distance traveled, number of private vehicles, and so on.

However, what is a challenge to maintaining a sense of social solidarity between fellow microbus drivers is the feeling of jealousy, even if this feeling of jealousy triggers disputes between fellow microbus drivers. Therefore, some microbus drivers think more about themselves or in other words are more distant from the term social solidarity.



**Figure 1.** Microbus driver

Factors that cause the feeling of social solidarity between fellow microbus drivers to decrease:

1. Some Passengers Were Not Aware of Their Actions Which Triggered Disputes Between Microbus Drivers

The job of a driver nowadays is not easy or as easy as we think. As stated by Mr RM (37 years) as follows,

"...Most passengers are not aware of the actions they are making, which gives rise to feelings of jealousy among microbus drivers because they choose microbuses to get to their respective destinations. Small actions by passengers can trigger disputes between fellow microbus drivers" (Interview on March 30 2023).



**Figure 2.** Interview with Mr. RM

Based on the observations of researchers who also tried to visit the micro drivers and board their micro cars, it was seen that sometimes the passengers, who incidentally were students, for example, talked about how the bus was a bit hot, not roomy, and also not as good as the micro car they had previously taken. Of course, this conversation must have been heard by the microbus driver they were traveling on, even though the microbus driver was not directly angry with his passengers, based on the stories of the microbus drivers, this sometimes also gave rise to the seeds of conflict between them.

According to the researcher, what was expressed by Mr. RM can be accepted based on the evidence of observations made by the researcher. Because actions taken by passengers can trigger disputes between fellow microbus drivers from initial feelings of jealousy. Every individual has their own emotional feelings and it is even difficult to control these emotional feelings until they lead to bad or negative things. So the public needs to consider what action they want to take, because everyone is obliged to correct mistakes or improper and correct adjustments.

## 2. Decreased Understanding of Each Other OR Lack of Cooperation Between Fellow Microbus Drivers

Apart from passengers' actions which reduce the sense of solidarity between fellow microbus drivers, the feeling of solidarity can decrease among the microbus drivers themselves. Lack of mutual understanding or lack of cooperation between fellow microbus drivers causes feelings of hurt.

As stated by Mr YM (48 years) as follows,

“...The lack of mutual understanding or cooperation between fellow micro drivers triggers feelings of hurt” (Interview on March 30, 2023).



**Figure 3.** Microbus driver is taking a break waiting for passengers

Based on Mr. YM's statement, the researcher studied this statement more deeply, that because of the lack of cooperation and mutual understanding, in the past it was often called family, but now this no longer exists. Humans who have difficulty understanding each other's feelings often cause disputes, even though they used to think they were like family. This reduces attitudes and feelings of social solidarity.

Based on the researchers' observations, there were several incidents where microbus drivers elbowed each other to meet their microbus passengers, which meant sometimes ignoring other microbuses who sometimes had passengers queuing beforehand. There are still many microbus drivers who prioritize their own egos above solidarity with other microbus drivers, such as looking for their own profits and ignoring other microbus drivers..

## 3. The attitude of prioritizing personal interests over the public interest

The attitude of prioritizing personal interests over public interests is already visible among fellow microbus drivers. As expressed by Mr BYM (60 years), Mr JR (36 years), and Mr RM (37 years) as follows,

"...Attitudes that are selfish in nature, prioritizing interests over the public interest are nothing more than what we hear, selfish attitudes make it difficult for us to develop in our region" (Interview on March 30 2023).



**Figure 4.** Location of Microbus Driver Waiting for Passengers

Researchers made in-depth observations, that this expression was seen among some of the microbus drivers. There needs to be awareness among fellow microbus drivers themselves in seeking income. Because of course every change and action sometimes has positive and negative sides.

## **Discussion**

Based on the research results above, this research can be discussed in more depth using Emile Durkheim's theory of social solidarity and also studied based on relevant references. Being a microbus driver is one of the most common careers or professions in Indonesia. A chauffeur, also known as a chauffeur in French, is a professional driver who is paid by an employer to drive motorized vehicles. Drivers are classified into two groups: private drivers who operate private vehicles and corporate drivers who labor to carry customers in taxis, buses, or other modes of transportation.

Factors that cause the feeling of social solidarity between fellow microbus drivers to decrease:

1. Some Passengers Were Not Aware of Their Actions Which Triggered Disputes Between Microbus Drivers

Social life is a condition in which we as humans have a social space to live our lives and routines in various ways in order to survive and adapt to our surroundings. Humans, being social organisms, cannot be isolated from other humans, which means that humans living in this world rely on the support and assistance of others. A individual or group's activity to assist one another fosters a sense of solidarity among its members. Social solidarity is required in a social group since every civilization need someone in its life (Nugraha, 2017).

Like the community in general, there are actually quite a lot of microbus driver workers, some rent and buy microbuses directly, to deliver goods and services. The downside is that most of them work or work as microbus drivers in the area so they fight over passengers and a feeling of jealousy arises which triggers disputes between fellow microbus drivers.

This activity as a microbus driver is usually carried out by good men who are single, especially those who are married. The role of a father or young man is very important and even has a major role, and also the activity of being a microbus driver certainly requires strong energy and stamina so that sometimes you have to think and work from morning to night, perhaps that is why this profession is pursued by many men, and this can be seen with the absence of female microbus drivers in this area. Maybe it's also because of these responsibilities or egos as fellow men that it's not uncommon for microbus drivers to often argue and conflict, even just because of small things, for example because passengers prefer to use another microbus rather than the other microbus driver's too. This phenomenon seems to have become a culture among microbus drivers and has become a factor in eroding the values of togetherness between them.

According to Jeffrey Alexander in a journal titled *Morality as a Culture System: on Civil Solidarity and uncivil, social solidarity is the fundamental feature of a social order, and its existence has an influence on integration. Jeffrey Alexander writes in his book "The Civil Sphere" that solidarity "remains a central dimension of culture, institutions, and interactional life in modern society."* Solidarity is the driving force behind the formation of social ties, and these relationships will be flawless and harmonious if social solidarity becomes the driving force in life (Arif et al., 2022).

## 2. Decreased Understanding of Each Other or Lack of Cooperation Between Fellow Microbus Drivers

Basically, the research location can still be called a DIY village, where cultural values are still closely held by the local community and implemented in everyday life. This includes the life of microbus drivers where interactions should still be close, but in reality cooperation between microbus drivers is very strong and is more like competition in fulfilling their respective living needs through their profession as microbus drivers.

According to Durkheim, social solidarity is a condition of interaction between people or groups that is built on shared moral attitudes and ideas that are developed by shared emotional experiences. The actual embodiment of a shared relationship produces emotional experiences, which strengthens the relationship. Durkheim distinguished two forms of social solidarity: organic and mechanical social solidarity (Johnson, 1986).

Organic solidarity is a shared relationship based on diversity; they may genuinely live despite the differences that exist within them. Mechanical solidarity is commonly observed in primitive communities, which develop because they are involved in the same tasks, have the same obligations, and demand physical participation. Mechanical solidarity relies heavily on uniformity. The interconnection of individuals who share the same ideas and normative norms underpins collective awareness (Ritzer, 2010).

Changes in the perspective and actions of microbus drivers are like job competition that occurs in urban areas, microbus drivers are fighting over each other for passengers and often even chase each other while driving to get these passengers. This is not because there are few passengers because the Tataaran II area is a busy area, there are lots of boarding house students and also the general public, but indeed the number of microbus vehicles is very large, perhaps this is the reason why these microbus drivers also meet each other. compete to get passengers and tend to reduce cooperation between them.

## 3. The Attitude of Prioritizing Personal Interests Over The Public Interest

In fact, it is not much different from previous findings where there is also a tendency for microbus drivers to prioritize their own egos rather than the togetherness between themselves. Common interests should of course take precedence over personal interests in a group or quality. However, in this finding, microbus drivers sometimes ignore togetherness, for example when other drivers have difficulty getting passengers, but these microbus drivers sometimes still overtake each other even though queues are basically arranged when transporting passengers.

According to the Civil Sphere, society cannot be ruled by its own interests or authority, but rather by structural solidarity developed inside it. The content of solidarity, in its broadest sense, is constantly a topic of discussion in any social order that aspires to create a better life. Solidarity is possible because individuals are oriented not just toward the here and now, but also toward ideals, the ideal, the transcendent, and what is hoped would be eternal solidarity.

Of course, we are all aware that social solidarity is a collective awareness that gives birth to a sense of mutual trust, shared ideals and desires, a sense of togetherness and solidarity between

individuals as members of a group because they share an emotional bond and the existence of shared moral values, all of which will produce a sense of togetherness and solidarity. Members of the group have a feeling of duty (Indrayani, 2019).

According to studies, the lessened sense of togetherness or so-called solidarity among microbus drivers is attributable to economic demands, which implies that they compete for one other's revenue. This develops a sense of wanting more from others, more passengers, more revenue, a faster filling of the microbus passengers, and a decreased willingness to pay attention to this topic, particularly to fellow microbus drivers.

## CONCLUSIONS AND SUGGESTIONS

Based on the results of the research above, the reasons for the decline in the sense of social solidarity between fellow microbus drivers include that some passengers are not aware of their actions which trigger disputes between microbus drivers, a decrease in understanding each other or a lack of cooperation between fellow microbus drivers, an attitude of prioritizing interests. personal rather than public interest. There is a need for awareness of each microbus driver and passengers to develop and maintain an attitude of social solidarity between fellow microbus drivers and passengers.

The researcher suggests to future researchers to further develop aspects related to this research in the form of reduced social solidarity between microbus drivers. Next, perhaps it could be researched from another point of view, whether from the perspective of microbus drivers, the community's perspective, the perspective of microbus passengers, and other points of view. The results of this research can be used by microbus drivers to find solutions or solutions so that solidarity between them can be even better. And researchers or academics might also be able to provide input or further research so that this phenomenon does not continue and microbus drivers can be more united.

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