

The Role Of The Sukoharjo Regency Transportation Agency in Law Enforcement Against Public Transportation That Does Not Meet Technical And Roadworthiness Requirements

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Article History

Received : February-2026

Revised : February-2026

Published : March-2026

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Cite This Article (IEEE Style):

Putri, A. W., Pamungkas, R. S., Ataullah, S., Prasetya, I. P. J., Ramawati, I., & Arumdika, Y. (2026). The Role Of The Sukoharjo Regency Transportation Agency in Law Enforcement Against Public Transportation That Does Not Meet Technical And Roadworthiness Requirements. *Jurnal Ilmiah Multidisiplin*, 5(02), 73–77.

DOI:

<https://doi.org/10.56127/jukim.v5i02.2651>

Abstract: This study examines the law enforcement of public transportation that does not meet technical and roadworthiness requirements in Sukoharjo Regency. This issue is significant because public transportation plays an essential role in public mobility, yet many vehicles still operate without complying with safety and roadworthiness standards. The purpose of this study is to analyze the forms of law enforcement carried out by the Sukoharjo Regency Transportation Agency and to identify factors affecting its effectiveness. The research employs an empirical juridical method by reviewing traffic and road transport regulations and supported by field data. The findings indicate that law enforcement is implemented through supervision and enforcement actions such as vehicle inspections, traffic tickets, and case submissions to the district court. The effectiveness of law enforcement is influenced by legal substance, law enforcement officers, facilities and infrastructure, public legal awareness, and legal culture. This study is expected to contribute both academically and practically to improving traffic safety and public transportation order.

Keywords: Law Enforcement, Public Transportation, Roadworthiness, Transportation Agency, Sukoharjo.

INTRODUCTION

Land is not merely a resource but a fundamental necessity that is fully integrated with the social, economic, and cultural dynamics of society. It functions as a place of residence, a medium for economic activities, and a means of fulfilling various life needs. Therefore, the relationship between humans and land is inherent, continuous, and possesses significant legal dimensions. In this context, land is not simply immovable property but holds strategic value that can trigger various issues if ownership and control are not clearly regulated. The complexity of this relationship makes land-related issues one of the most frequent sources of disputes in society.

The Republic of Indonesia is a developing country that continuously carries out development across various sectors, including transportation. This development process cannot be separated from the existence of laws and regulations that function as instruments of social control to ensure that societal activities remain within legal boundaries. Law plays an essential role in regulating, directing, and supervising human behavior to create order, legal certainty, and protection of public interests. One sector that requires strict regulation is transportation, as it is directly related to human safety and the smooth functioning of socio-economic activities. Transportation problems have become a global issue, including in Indonesia.

The land transportation system has evolved into an essential component ensuring efficiency in logistics distribution and social mobility. Well-organized transportation contributes to regional economic growth,

improved welfare, and equitable development. However, rapid development also brings challenges, particularly the presence of public transportation that does not meet technical and roadworthiness requirements. This condition poses safety risks and reduces service quality, requiring proactive policy responses from the government.

Legally, Article 1 point (3) of Law No. 22 of 2009 defines transportation as the activity of transporting people or goods. This law integrates technical vehicle aspects with administrative functions of the government, including supervision and law enforcement, to ensure road safety and orderly transportation services.

Within the framework of regional autonomy, the implementation of this law is delegated to local governments, including the Transportation Agency at the regency level. The Sukoharjo Regency Transportation Agency plays a strategic role in technical supervision, vehicle testing, administrative enforcement, and guidance for public transportation providers. This role is crucial due to the high mobility level in Sukoharjo, which serves as an interregional connector in Central Java.

The formation of transportation regulations, as noted by Andi Hamzah, is driven by social changes, technological advancements, and increasing public demand for safe transportation. Therefore, studying the role of the Sukoharjo Transportation Agency in enforcing law against non-compliant public transportation is highly relevant.

Public transportation in Sukoharjo is characterized by diverse vehicle types serving specific routes. However, compliance with technical and legal requirements remains relatively low, creating gaps between regulations and practice. Many operators prioritize administrative completeness (e.g., vehicle registration and driving license) while neglecting technical requirements such as vehicle fitness tests (KIR), which are legally mandatory.

Field observations show that some vehicles continue to operate despite being unfit for road use, with issues such as damaged body structures, malfunctioning brakes, poor lighting systems, and inadequate safety equipment. Additionally, drivers often engage in unsafe practices such as reckless driving and unauthorized stopping, further endangering passengers and public safety.

These conditions highlight the need for effective law enforcement by the Transportation Agency to ensure compliance and improve transportation safety standards.

RESEARCHMETHOD

This study employs a normative legal research approach to analyze the consistency between statutory regulations, legal principles, and norms governing road transportation.

The research uses:

- a. Statute approach → examining legal frameworks such as Law No. 22 of 2009
- b. Conceptual approach → analyzing legal theories on administrative sanctions and institutional authority

Data collection is conducted through library research, including:

- a. Primary legal materials (laws and regulations)
- b. Secondary materials (literature and prior studies)
- c. Tertiary materials (legal references and clarifications)

The data are analyzed using a descriptive-analytical method to examine the authority of the Sukoharjo Transportation Agency and law enforcement practices.

RESULTS AND DISCUSSION

Law Enforcement Against Public Transportation That Does Not Meet Technical and Roadworthiness Requirements

Law No. 22 of 2009 establishes an integrated legal framework for public transportation. As a *lex specialis* in the field of traffic regulation, this law imposes imperative obligations on every motor vehicle unit to

comply with technical and operational standards to ensure safety in public spaces. These regulations aim to guarantee traffic safety, orderliness, and legal protection for road users, particularly public transportation passengers. Provisions regarding technical and roadworthiness requirements are explicitly regulated in Article 48 and Article 106 paragraph (3) of the Road Traffic and Transportation Law (UULLAJ).

Article 48 paragraph (1) of the UULLAJ conceptualizes technical requirements as a multidimensional element encompassing technical design, loading, and vehicle coupling mechanisms. This provision reflects the philosophical understanding that traffic safety depends on the synchronization of all physical vehicle components, rather than merely the functionality of the engine.

From the perspective of mechanical component synchronization, Article 48 paragraph (3) specifies technical indicators of roadworthiness, including the compatibility between engine power and vehicle weight, as well as the condition of wheels and tires. These regulations aim to ensure that vehicle performance, including horn function and lighting systems, remains optimal before operation on public roads. This provision emphasizes that motor vehicles, particularly public transportation, must be in a fully roadworthy condition prior to operation.

The interpretation of vehicle configuration under Article 48 paragraph (2) includes functional requirements for reflectors and position lighting systems. Regulations regarding high and low beam headlights and brake lights demonstrate that visibility and communication among road users are fundamental pillars in fulfilling vehicle technical requirements. Physical completeness of the vehicle includes essential components such as windshield wipers and rearview mirrors to support driver visibility. Other components, such as horns as sound communication devices, as well as fenders and bumpers as body protection elements, must be installed in accordance with the technical characteristics of the respective vehicle type.

The implementation of technical requirements under the UULLAJ also includes the obligation to equip vehicles with safety belts and technical emergency equipment, such as wheel-opening tools. For certain vehicle categories, drivers are also required to wear helmets and reflective vests as part of operational safety standards integrated with first aid equipment. In terms of dimensional requirements, vehicle proportions are validated through measurements of front overhang, rear overhang, and vehicle height. In line with this, the bodywork (*karoseri*) aspect emphasizes the quality of vehicle body construction, including door reliability, glass quality, and passenger safety facilities in public transportation vehicles.

The norm contained in Article 106 paragraph (3) emphasizes that the legality of driving does not solely depend on technical driving skills but also on the driver's absolute compliance with the vehicle's physical condition meeting roadworthiness criteria. This provision places legal responsibility not only on vehicle owners but also on drivers as the parties directly operating vehicles on the road. Therefore, compliance with technical and roadworthiness requirements constitutes a legal obligation inherent to both operators and drivers of public transportation as a preventive effort to avoid traffic accidents and ensure passenger safety.

The essence of traffic law enforcement lies in the realization of technical and roadworthiness requirements as practical operational standards. This ensures that safety standards stipulated in legislation are not merely static texts but function as a basis for real action by transportation providers. Considering the various risks posed by unroadworthy vehicles, law enforcement becomes a crucial instrument to ensure the safety of passengers, drivers, and other road users, thereby creating safe, orderly, and efficient traffic conditions.

In the implementation of law enforcement against public transportation that does not meet technical and roadworthiness requirements in Sukoharjo Regency, the Sukoharjo Transportation Agency plays a strategic role as the authorized institution responsible for supervision and enforcement. During field inspections, if vehicles are found not to comply with technical requirements in accordance with applicable regulations, Civil Servant Investigators (PPNS) within the Sukoharjo Transportation Agency are authorized to take direct enforcement action. The enforcement procedure includes the authentication of violations through official investigation reports (*Berita Acara Pemeriksaan / BAP*) and the securing of

evidence in the form of vehicle roadworthiness documents. These reports serve as essential legal documents provided to drivers for evidentiary purposes in subsequent judicial proceedings.

Following enforcement actions, officers prepare reports on the implementation of control operations conducted on that day. These reports are recorded in a daily logbook as a form of accountability for field duties. All documents related to inspections and enforcement, including investigation reports and evidence, are then submitted to the administrative division of the Sukoharjo Transportation Agency for further processing. Subsequently, case files are forwarded to the competent District Court for examination and the imposition of sanctions in accordance with applicable legal provisions.

In addition to administrative enforcement, such as the confiscation of vehicle inspection books, law enforcement against traffic violations is also carried out through ticketing procedures. Traffic tickets are issued as proof of violation and as an order for drivers to attend court hearings at the local District Court. After the ticketing process, the Transportation Agency submits the case results to the court through its control and operations division. This enforcement mechanism demonstrates that the role of the Sukoharjo Transportation Agency extends beyond supervision to include integrated legal enforcement actions within the judicial system, aimed at ensuring legal compliance and improving safety and order in public transportation operations.

Challenges Faced by the Sukoharjo Transportation Agency in Law Enforcement

As a regulatory instrument, law enforcement requires coherence between written regulations and public legal awareness. Soekanto views law enforcement as an activity of aligning normative values with empirical human behavior to create an orderly and peaceful society. Meanwhile, P. de Haan et al. define law enforcement as the process of applying sanctions, namely the use of state power instruments (*machtmiddelen*) in response to violations of legal norms.

Soerjono Soekanto emphasizes that the success of law enforcement is determined by five key factors: regulatory quality, professionalism of law enforcement officers, adequacy of supporting infrastructure, socio-political compliance of society, and cultural values underlying collective behavior. The analysis of enforcement against unroadworthy vehicles in Sukoharjo indicates that obstacles are not evenly distributed across these factors. Certain elements emerge as dominant factors influencing the effectiveness of the Transportation Agency's role in technical supervision.

Law Enforcement Officer Factor

Law enforcement officers are authorities responsible for implementing legal processes to ensure that legal norms function effectively in society. In this study, the law enforcement officers refer to personnel within the Sukoharjo Transportation Agency, particularly Civil Servant Investigators (PPNS) responsible for supervision and enforcement of public transportation.

One of the major challenges is the low level of compliance among drivers and transportation operators with regulations and directives issued by the Ministry of Transportation and the Sukoharjo Transportation Agency, both verbally and in writing. Additionally, there are indications of misconduct by certain individuals who misuse their authority, thereby weakening law enforcement effectiveness. Practices such as allowing unroadworthy vehicles to continue operating remain significant obstacles.

This situation is further aggravated by the behavior of some drivers or operators who attempt to offer bribes or gratuities to avoid legal sanctions. Such practices directly undermine the integrity of law enforcement and reduce public trust in traffic and transportation authorities.

Community Factor

The role of society is a crucial pillar in the effectiveness of law enforcement, as the ultimate goal is to regulate behavior within social dynamics. In Sukoharjo, some members of the public, particularly users of public transportation services, still lack adequate understanding of technical and roadworthiness requirements.

Limited legal literacy has led to a culture of neglect regarding transportation safety risks. As a result, there is a normalization of the use of substandard public transportation, where safety considerations are often sacrificed for mobility needs.

This low level of legal awareness is influenced by insufficient socialization and understanding of traffic and transportation laws. Although the legal fiction doctrine assumes that everyone is aware of the law once enacted, in practice, not all members of society understand its substance. Consequently, public transportation operating on the roads is often perceived as acceptable by the public, even when it does not meet technical and roadworthiness requirements.

This condition indicates that the lack of community participation in social supervision also constitutes a significant obstacle for the Sukoharjo Transportation Agency in achieving effective law enforcement against public transportation.

CONCLUSION

Law enforcement against public transportation that does not meet technical and roadworthiness requirements in Sukoharjo Regency is carried out by the Sukoharjo Regency Transportation Agency through its control and operations division, with reference to the provisions of Law Number 22 of 2009 on Road Traffic and Transportation. The dominant form of law enforcement is implemented through field supervision and enforcement activities, particularly through on-site control operations targeting public transportation vehicles caught violating technical and roadworthiness requirements. When a public transportation unit is identified as deviating from the prescribed technical standards, the competent authority immediately imposes repressive measures in the form of an on-the-spot traffic ticket. The driver is issued a ticket form as a legal instrument requiring attendance in adjudication proceedings before the District Court as a form of legal accountability.

The identification of problems in transportation law enforcement in Sukoharjo reveals a disparity between legal norms and actual practice, fundamentally influenced by the limited capacity of personnel (law enforcement officers) and the low level of public responsiveness. These two factors, in Soekanto's terminology, constitute crucial obstacles to the realization of roadworthiness standards. The law enforcement factor is characterized by limited human resources, the presence of irresponsible individuals in the execution of duties, and weak integrity that gives rise to illegal levies during the supervision and administration of public transportation. Meanwhile, the community factor is reflected in the still low level of legal awareness and legal knowledge among public transportation users, who continue to use vehicles that do not meet technical and roadworthiness requirements merely to reach their destinations, without adequately considering their own safety and security. This condition indicates that law enforcement in the public transportation sector requires both the integrity of law enforcement officers and the enhancement of public legal awareness in order to operate effectively and sustainably.

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