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## Implementation of Supervision of Over Dimension Over Load Violations in Kulon Progo Regency

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### ABSTRACT

Transportation or communication problems are problems that are always faced by developing countries as well as developed countries. And one of the problems currently experienced in Indonesia is the violation of Over Dimension and Over Loading. This study aims to determine the implementation of supervision and the efforts made by the Kulon Progo Regency Transportation Service in supervising vehicles that are Over Dimension Over Loading. The type of research conducted was qualitative research using interview, observation and questionnaire methods. The results of the study showed that the supervision was carried out by using indicators. Setting standard measuring instruments to obtain results with indicators of being maintained. Performing assessment or evaluation actions with the data obtained that 50% of respondents stated that they were in the maintained category. and take corrective action. Efforts made by the Kulon Progo Regency Transportation Service in dealing with Over Dimension Over Loading vehicles are: Implementation of regulations, Increasing the implementation of supervision, Improving UPPKB Infrastructure, Collaborating with various parties (Police, Denpom, DIY Provincial Transportation Agency and Satpol PP

## INTRODUCTION

In facilitating the wheel of life of the nation and state as well as covering all sectors of mobility, it must have a supporting, driving and activating role for regional growth in an effort to increase and equitable development. The rapid economic growth in industry and trade in Indonesia made the government issue Law Number 22 of 2009 concerning Road Traffic and Transportation. The law explains that road traffic and transportation have a strategic role in supporting development and national integration as part of efforts to advance public welfare as mandated by the 1945 Constitution of the Republic of Indonesia. excessive carrying capacity and not in accordance with regulations. The conditions and conditions of the roads that are not yet good make the roads damaged quickly and the many violations of excessive freight transportation are one of the causes of road damage.

Transportation in general can be interpreted as a business of moving or moving using a tool from one location to the destination, usually in the form of goods or people. Because people's demand for the transportation of goods is high, transportation services are formed. Transportation basically has two main functions, namely serving the need for transportation and stimulating development. Transportation or communication problems are problems that are always faced by developing countries as well as developed countries. And one of the problems currently experienced in Indonesia is the violation of Over Dimension and Over Loading.

This overloaded transportation violation is called Over Loading. Overloading is a condition where the vehicle carries a load that exceeds the specified load limit. While Over Dimension is a condition where the dimensions of the vehicle carrier are not in accordance with factory production standards (modifications). Over-dimensional and over-loading is done because it can reduce transportation costs, save on vehicle operating costs, permit costs, retribution costs and save travel time. Even though vehicles that do not comply with these standards and regulations can eventually cause accidents and damage the roads that these vehicles pass.

Over dimension or modifying vehicles not in accordance with factory standards is contained in article 277 of Law no. 22 of 2009 namely "that every person who imports motorized vehicles, trailers and

attached carriages into the territory of the Republic of Indonesia, manufactures, assembles, and modifies motorized vehicles which causes a change in type, trailers, attached carriages, and special vehicles operated within country that does not fulfill the type test obligation as referred to in Article 50 paragraph (1) shall be subject to imprisonment for a maximum of 1 (one) year or a fine of a maximum of Rp. 24,000,000.00 (twenty-four million rupiahs)"

The article states that motorists or business actors will be subject to imprisonment for a maximum of one year or a maximum fine of 24 million rupiah. However, if the vehicle is not produced domestically, it will be modified according to applicable regulations. This is contained in Article 50 paragraph (1) namely "the type test as referred to in Article 49 paragraph (2) letter a must be carried out for every motorized vehicle, trailer, and attached carriage, imported made and/or assembled domestically. , as well as modifying motor vehicles that cause changes in type. And vehicles that have made changes or modifications must be re-type tested to comply with regulations.

Another cause for companies to do over dimension and over loading is the limited mode of transportation for the transport of goods. Demand for goods is getting higher by the public, therefore the need for transportation is increasing. The rapid development of society also influences the development of science and technology (IPTEK). Currently, access to shopping for needs does not have to be done at markets or supermarkets, because some needs are already available at online stores and can be done at home. This makes it difficult for companies and causes them to commit this over dimension over loading (ODOL) violation. Infrastructure is not yet optimal to support the transportation of goods, such as road conditions that are not in accordance with the carrying capacity of goods and the lack of facilities in the transportation of goods.

Road traffic and transportation as national transportation must be developed in accordance with its role to maintain security, order and smooth traffic to support the country's economy. In Indonesia there are many types of vehicles, so there are several types of vehicles. In goods transportation, there is a maximum weight of motorized vehicles in accordance with the Total Permitted Weight (JBI) and the Total Permitted Combined Weight (JBKI) of

motorized vehicles in the form of attached carriages or trailers to pass through a road section. The amount of JBI and JBKI for a vehicle is based on the vehicle's axle configuration (wheelbase/tire) and the class of road traversed, namely as follows:

Table 1. Total Permitted Weight (TPW) of Vehicles

No	Axis Configuration	Transportation type	Road Class	TPW (Ton)
1	1.1	Light Truck	II	12
			III	10
2	1.2	Light Truck	II	16
			III	14
3	11.2	Troton truck	II	21
			III	19
4	1.22	Troton truck	II	24
			III	21
5	1.1.22	Troton truck	II	30-33
			III	27-29
6	1.1.222	Troton truck	II	33-37
			III	30-34
7	1.222	Troton truck	II	27-30
			III	24-27

Table 2. Total Allowed Vehicle Weight Combinations (TAVWC)

No	Axis Configuration	Transportation type	Road Class	JBI (Ton)
1	1.2-22	Trailer Truck	II	34
			III	29
2	1.22-22	Trailer Truck	II	42-26
			III	36-38
3	1.22-222	Trailer Truck	II	26-56
			III	39-46
4	1.2+2.2	Coupled Truck	II	36
			III	30
			III	

Source: Directorate General of Land Transportation, 2008

One of the agencies that oversees overloaded vehicles and vehicles that do not comply with factory production standards is the Kulon Progo District Department of Transportation. In 2019, 2020 and 2022 the Kulon Progo Regency Transportation Service has carried out surveillance and several vehicles have been prosecuted. The following table

shows the number of over dimension and over loading violations in 2019, 2020 and 2010:

Seen in the table above, the violations that occurred in 2020 have increased from 2019. Where there were additional cases or violations and there were 13 violations that occurred in 2020. However, in 2019, there were few violations where only 6 cases were caught. This is due to the lack of budget for field action provided and the Covid-19 pandemic. The budget that should be used for enforcement of Over Dimensions and Over Loading is diverted to preventing Covid-19, considering that the country's economy is recovering after the Covid-19 pandemic. This has caused the enforcement and supervision of Over Dimensions and Over Loading to not run smoothly. In addition to the consequences of the budget, it is also caused by a lack of understanding of the company and vehicle drivers regarding the regulations that have been set.

The Kulon Progo Regency Transportation Service is working with the Kulon Progo District Police to take action against vehicles that do not comply with regulations. However, field staff at the Kulon Progo Regency Transportation Service faced several obstacles, apart from having to get permission from the police, the problem of operational costs was also an obstacle. Where must there be a special budget to take action against the ODOL. If the budget does not exist or is not met, the Department of Transportation will only carry out supervision, and if you see a vehicle that is found to have committed a violation, the Department of Transportation can only give a warning.

There are still many freight vehicles that do not have complete documents and are not in accordance with the Motorized Vehicle Periodic Test Card. A Motorized Vehicle Periodic Test Card must be owned by all goods transport vehicles, this card is used to indicate that the vehicle is still roadworthy. The Department of Transportation has conducted several outreach to business actors, owners or drivers regarding this Over Dimension Over Loading. If you are found to have violated ODOL for the first time, you will only be given the first warning in the form of a warning, but if you have committed more than one violation, you will be given sanctions according to Law no. 22 of 2009.

It is known that the supervision of Over Dimension Over Loading carried out by the Department of Transportation also involves

members of the police. Members of the police here only become assistants in monitoring Over Dimension and Over Loading, this is because Kulon Progo Regency Transportation Service officers cannot carry out ticketing and go to the field without being accompanied by one of the police. The Department of Transportation cannot take ticket action because the existing regulations state that the police have the authority to issue fines.

In addition to limited modes of transportation, the cost of transporting and loading goods is also a problem why many freight forwarding companies commit Over Dimension Over Loading violations. The income earned does not match the costs incurred, there are even unexpected costs incurred by the company or the owner of the freight vehicle. Unforeseen costs are in the form of costs for loading goods, ship transportation (if leaving the island), KIR costs and vehicle repair costs. Based on the Over Dimension Over Loading problem that occurred in Kulon Progo Regency and the supervision carried out by the Kulon Progo Regency Transportation Service. So the writer is interested in conducting research with the title "ENFORCEMENT OF THE LAW OF VIOLATION OF OVER DIMENSION OVER LOADING BY THE DEPARTMENT OF TRANSPORTATION OF KULON PROGO REGENCY"

Based on the description of the formulation of the problem above, the purpose of the research is to find out the implementation of the supervision of the Kulon Progo Regency Transportation Service in supervising vehicles that are Over Dimension Over Loading. As well as to find out what efforts have been made by the Kulon Progo Regency Transportation Service in overcoming vehicles that are Over Dimension Over Loading.

This research is expected to be useful for the community, related parties and the author himself with the research problem. The benefit of this research is to gain research knowledge and insight in applying the knowledge that has been obtained in college to the real world of work. Apart from that, it is also an input and additional material for the Kulon Progo District Transportation Office in a better direction. As well as the results of the research are expected to be material for future writers who want to research the same problem and become a reading reference for all parties who need it, especially in the Department of Law.

In this study, the authors describe several previous studies that are relevant to the issues to be examined regarding the Role of the Kulon Progo District Transportation Office in the Implementation of Over Dimension Over Loading Regulations concerning Law no. 22 of 2009 Road Transportation Traffic.

The research entitled, "Implementation of Motor Vehicle Inspection (PKB) for Public Vehicle Passengers by the Department of Transportation in Relation to Passenger Safety in Jepara Regency". Achmad Dwi Heriyanto (2008)" by using an empirical juridical approach. And in this study using theories regarding transportation agreements and the principles of the agreement; as well as carrying out inspections of motorized vehicles based on Law Number 14 of 1992 concerning road traffic and transportation.

In addition, there is another study entitled, "The Role of the Department of Transportation in Supervision of Goods Transport Vehicles in Medan City (Study of the Medan City Transportation Service), (Fadhy Gifarhy Nasution)". And the research method used is descriptive method, the type of research used is empirical juridical. And the results of his research are to conclude that the role of the Department of Transportation in supervising goods transport vehicles is sufficient but needs additional human resources (HR) so that the function of the Department of Transportation runs well. In addition, there are external constraints from freight vehicle operators who often ignore permits and administration related to the eligibility of goods transport vehicles.

## **METHODS**

In writing this proposal the researcher conducted research at the Kulon Progo Regency Transportation Service Office which is located on Jalan Sudirman No. 474, Jadirejo, Sukajadi Kota Pekan Baru, in the period July 2020 until this research took place.

The type of research conducted is qualitative research. Qualitative research is a research method by directly describing the phenomena that occur in the research object.

According to (Sugiyono, 2016) a qualitative research method is a research method used to examine the conditions of natural objects where the researcher is the key instrument.

According to (Kirk, J. & Miller, 1986) qualitative research methods are certain traditions in social science that fundamentally depend on observations of humans both in their area and in their terminology.

## **Data Retrieval Method**

### **1. Observation**

According to (Sugiyono, 2009) Observation is the observation and recording of the symptoms studied. Observations made is direct observation. To see how the role of the Riau Province Transportation Service in the implementation of Over Dimension and Over Loading.

### **2. Interview**

According to (Sugiyono, 2009) interviews are two meetings to exchange information and ideas through question and answer, so that meaning can be constructed in a particular topic. The author conducts direct question-and-answer interviews with ASN and honorary (HTL) employees. The Operational Supervision and Control Section in the Land Transportation Sector which was used in this study in this study the authors conducted structured interviews with informants (key information), namely using a guide in the form of questions that will be asked to informants related to the research title. The tools used in this study were cellphones, books and pens.

### **3. Documentation**

Documentation, namely data collection through books or literature related to the research being carried out. Documentation in this study was obtained from the Riau Province Transportation Service Office or books, as well as other literature related to the title of this research.

## **RESULTS AND DISCUSSION**

This study aims to find out the implementation of the supervision of the Kulon Progo Regency Transportation Service in supervising vehicles that are Over Dimension Over Loading. In this chapter, we will discuss the results of research and discussions conducted by researchers when conducting research at the Kulon Progo District Transportation Office. The explanation that is explained will describe the formulation of the existing problem.

A. Implementation of Supervision from the Kulon Progo Regency Transportation Service in

supervising vehicles that are Over Dimension Over Loading.

1. Respondent Identity

This study took a sample of 10 respondents consisting of 1 Head of the Traffic Management and Engineering Section, 1 Field Coordinator of the Operational Supervision and Control Section in the Field of Land PHB, 1 Land Traffic Supervisor in the Operational Supervision and Control Section, 1 Employee of the Supervision and Operational Control Section. Operational Control of Ground PHB Field, 1 Employee of Infrastructure and Safety Section, 5 Provincial Truck Drivers. The identity of the respondent includes:

a. Age

b. Gender

c. Level of education.

B. Supervision of the Kulon Progo Regency Transportation Service for Heavy Toned trucks on Kulon Progo public roads.

The principle of supervision is one way to ascertain whether the objectives of the activities carried out have reached their goals. After the supervision is carried out, it will be seen how the process is going, if there are weaknesses and irregularities, actions need to be taken to overcome them. The monitoring process is important because:

1. Supervision is an activity to check whether the actuating activities that occur in the field are in accordance with the planning (planning) that has been determined.
2. Supervision is carried out to find out any deficiencies, obstacles, errors and failures of predetermined activities, then look for ways to overcome them.

Based on the results of interviews with the head said that supervision is a system that is carried out as an action assessment to measure the performance of a person in doing a job. In answering the problems in this study using Manullang's theory (2009: 184) explains that carrying out supervision in an effort to realize goals must go through a process or steps that consist of three phases, namely as follows:

1. Establish standard measuring instruments

The standards used in this study relate to the implementation of the duties of the Kulon Progo Regency Transportation Service, the activities carried out are: conducting outreach, counseling on regulations, conducting supervision and identifying obligations to use public roads for trucking.

To find out the responses from respondents, the following will describe the results of the supervision, some of the indicators include:

Table 3. Indicators

No	Indicator	Categori			Amount
		T	CT	KT	
1	There are clear regulations related to violations of trucks with overload.	7 70%	3 30%	0	10 100%
2	Outreach to road drivers, especially truck drivers	6 60%	4 40%	0	10 100%

3	Improvement of facilities and infrastructure in conducting supervision	5 50%	5 50%	0	10 100%
4	Identify road use obligations	7 70%	3 30%		10 100%
Amount		25	15		40
Average		6 60%	4 40%		10

Description: (Q: Supervised, CT: Adequately Supervised, KT: Less Supervise

The presentation of the data above is the result of what is obtained, namely:

1. Of the 10 respondents, 70% of respondents answered indicator 1, namely the existence of clear regulations related to violations of trucks with overload with supervised categories and 30% answered that they were sufficiently supervised. While the less supervised category did not get a response. It can be concluded that 70% gave the assessment that the Kulon Progo District Transportation Office has clear supervision regarding truck violations.
2. In the second indicator, namely socializing to road drivers, especially truck drivers, the results obtained were 60% choosing the Supervised category, and 40% of respondents choosing the moderately supervised category, while category 3, namely less supervised, did not get a response. It can be concluded that, the majority of respondents stated that the Kulon Progo Regency Transportation Service conducted outreach to road drivers, especially truck drivers.
3. The third indicator shows that 50% of respondents stated that the improvement of facilities and infrastructure under supervision was under

supervision, while for the moderately supervised category it was stated by 50%, and for category 3, which was less supervised, there were no respondents.

4. The 4th indicator, namely identifying the obligation to use the road, was chosen by 70% of respondents who stated that they were in the supervised category, while 30% stated that they were in the 30% category and in the 3rd category there were no respondents.

From the four categories that have been written down, it can be concluded that the supervision of the Kulon Progo Regency Transportation service based on 10 respondents sets the standard of being supervised.

Furthermore, researchers conducted interviews with the Head of Traffic Management and Engineering Section with indicators setting standards. the results showed that the supervision of goods transport vehicles in Kulon Progo Regency had been carried out and was in accordance with the regulations issued. This responsibility is given to the Kulon Progo district transportation service as the regulator. Another question that was asked was related to the socialization given to truck drivers, related to prohibited prohibitions. The head of the

management section answered that briefings and outreach were carried out regularly, both orally and in writing. Another thing that was done was to give circulars to entrepreneurs to provide knowledge to their drivers not to go through roads that are not allowed. This is an overall effort so that there are no more violations of the load of goods that exceed capacity.

An interview was also given to one of the truck drivers by asking the same question, the results obtained were: that officers were seen watching and controlling the road several times, but there were also loaded trucks that were prohibited from passing, still passing without being given a warning.

Based on the results of the interviews above, it can be concluded that supervision and outreach have been carried out, but there are still supervisory staff who do not carry out their duties properly, such as maintaining traffic signs and other tasks. With these results, the supervision of the Kulon Progo district transportation service is in the "moderately supervised" category.

2. Carry out assessment or evaluation actions  
 Take corrective action, which is taken to adjust work that actually deviates so that it is in accordance with what has been previously determined. The following will describe data related to supervision and control in Kulon Progo Regency.

Table 4. Carry Out Assessment or Evaluation Actions

NO	The indicators assessed	Assessment category			Amount
		T	CT	KT	
1.	Whether or not there is an operational assessment of oversight of trucks that are overloaded	6	3	1	10
2.	Whether or not there is an evaluation effort made in the supervision of overloaded trucks	4	5	1	10
	Amount	10	8	2	20

	Average	5	4	1	
		50%	40%	10%	

Based on the distribution table above, it can be concluded that, explained there were 10 respondents who were given a questionnaire. The questionnaire contains 2 indicators. The first and second indicators contain matters related to supervision and control. The results showed that the first indicator stated that there were 60% of respondents who stated that there was maintenance supervision, and 40% stated that it was well maintained, while in the third category there were no respondents. In the second indicator it was explained that 40% chose the well-maintained assessment category, 60% said it was well-maintained and 10% stated that it was not well-maintained. Data from the average results that have been written, that 50% of respondents stated that supervision and control were in the maintained category.

### 3. Corrective action

Take corrective action, which is taken to adjust work that actually deviates so that it is in accordance with what has been previously determined.

According to the results of the interviews, it was found that the supervision of heavy-duty trucks on the public roads of the Kulon Progo district can be measured by several indicators, including:

1. Imposing sanctions on truck drivers whose loads exceed capacity
2. Look at the types of violations that exist, whether they have been carried out in accordance with applicable regulations.

#### C. The efforts made by the Kulon Progo Regency Transportation Service in overcoming Over Dimensional Over Loading vehicles.

Based on the research conducted, it was found that several efforts were made by the Kulon Progo district transportation office in dealing with Over Dimension Over Loading vehicles. These efforts include:

##### a. Regulatory implementation

Based on the regulation of the Minister of Transportation No. PM 134 of 2015 concerning the Implementation of Weighing Motorized Vehicles on the Road). The Kulon Progo Transportation Agency makes this Ministerial Regulation as one of the reference materials in improving overcoming the

problems at hand. In this Ministerial Regulation, it is clearly explained the matters and components which are the reference in carrying out the weighing of motorized vehicles.

##### b. Increasing the implementation of supervision

The Kulon Progo Transportation Service has increased supervision of its members. This was done because the officers on guard at the monitoring post had not carried out their duties optimally. Examples are: there are still vacant monitoring posts, as a result there are still trucks that do not obey the rules on the road. This is what encourages the Kulon Progo transportation service to improve the implementation of supervision so that the performance of officers in carrying out supervision goes according to the expected goals.

##### c. UPPKB Infrastructure Improvement

Facilities and infrastructure are supporting tools that support and are used to assist the implementation of a job. With this in mind, the Kulon Progo transportation service is improving the existing infrastructure. Efforts made in improving facilities and infrastructure, namely: expanding the locations where goods and heavy equipment for loading and unloading. This is done because when checking goods it is difficult to unload part of the load due to limited space so that it can disrupt the flow of traffic.

##### d. Collaboration with various parties (Police, Denpom, DIY Provincial Transportation Agency and Satpol PP)

The coordination carried out in this activity was carried out in collaboration with the police, Denpom, Yogyakarta Provincial Transportation Agency and Satpol PP. Coordination and cooperation with various parties are routine and incidental activities used to control the movement of goods and people. Cooperation with various parties is one way to control the transportation of goods with one of the targets being the problem of excess tonnage/overload which can be dealt with and its implementation regulated, in accordance with applicable regulations.

## CONCLUSION

Based on the results of the research that has been done, supervision is carried out by the Kulon Progo Regency Transportation Service. in supervising vehicles that are Over Dimension Over Loading, with indicators setting standard measuring instruments, the results are obtained in the supervised category based on data collected by researchers from the four categories that have been written, it can be concluded that the supervision of the Kulon Progi Regency Transportation service based on 10 respondents sets supervised standards. And carry out assessment or evaluation actions. These actions are taken to adjust work that actually deviates from what has been predetermined. Data from the average results that have been written, that 50% of respondents stated that supervision and control were in the maintained category. As well as taking corrective action by: Imposing sanctions on truck drivers whose loads exceed capacity, Seeing the types of violations that exist, whether they have been carried out in accordance with applicable regulations.

Efforts made by the Kulon Progo Regency Transportation Service in overcoming vehicles that are Over Dimensional Over Loading are implementing regulations, then increasing the implementation of supervision, and improving UPPKB Infrastructure and Collaborating with various parties (Police, Denpom, DIY Provincial Transportation Agency and Satpol PP.

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